BOURCHIER AND HIGGINS
Real Estate Brokers.

The Daily Colonist.

BOURCHIER AND HIGGINS
Real Estate Brokers.

VOL. LXI--NO. 50. VICTORIA, BRITISH COLUMBIA, TUESDAY, AUGUST 13, 1889. THIRTY-FIRST YEAR.

HUDSON'S BAY CO.

By the "TITANIA," from England, our Stock of Groceries and Liquors is complete. We can now offer:

De Kuyper's Red Gin,
Keybrand do.
Plymouth do.
Old Tom do.
Dunville Whiskey,
Jameson do.
Burke's XXX do.
Islay Whiskey,
Thorne do.
Thistle do.
Garnkirk do.
Gaelic do.
Rob Roy do.
Rye do.
Port and Sherry Wine,
Fine Clarets,
Balsac Sauterne,
Extra Hocks,
Fine Champagnes,
Assorted Liqueres,
Quinine Wine.

We have a large Stock of old Brandies in case, on hand, and are clearing them out at cost. aug9-1y

BRITISH COLUMBIA
LAND AND INVESTMENT AGENCY, L'd

THOMAS ALLSOP,
HENRY S. MASON,
CUYLER A. HOLLAND } DIRECTORS.

HEAD OFFICE, 15 Serjeant's Inn, Fleet St, LONDON, ENGLAND.

The business of ALLSOP & MASON has been merged in the above Company and will be carried on by the Company from this date as a general Land Investment and Insurance Agency.

MONEY TO LOAN on Mortgage at Low Rates.

Town Lots and Farming Lands for Sale on easy terms.

Victoria, B. C., May 16th, 1887. e21-tf-dw

THE NESBITT PROPERTY

Has been Surveyed into Lots and is

OFFERED FOR SALE

The above splendid Residential Property, situate on

THE CADBORO BAY ROAD,

Has been subdivided into lots, and will be open for sale on

Friday, August 9th.

Plans and Price List can be seen at the office of the undersigned.

Particular attention is drawn to this property as being Most Desirable for Residences. The Street Railway passing will bring it within seven minutes of the Post Office.

TERMS EASY.

F. G. RICHARDS, JR.
REAL ESTATE AGENT,
No. 51 Yates Street.
aug3

DESIRABLE PROPERTIES FOR SALE.

175 acres of land near Burgoyne Bay, Salt Spring Island—80 acres drained and in a high state of cultivation. A good house and orchard. This is one of the best farms for sale on the Coast. Terms very easy.

—ALSO,—

Nearly 450 acres of rich Delta lands, near Mud Bay. A considerable portion is under crop and grass. There is a good dwelling-house and extensive farm buildings. This property can be visited by stage three times a week from New Westminster.

For further particulars apply to H. E. CROASDAILE,
Land and Financial Agent, 42 Fort street.
je2

FOWL BAY,

The Favorite Bathing Resort.

FOR SALE---The few remaining Choice Lots in this desirable locality. For plan and particulars apply to

JNO. J. AUSTIN,
Real Estate Agent, 57 Government St.
aug9

NOOKSACK
W. T.,

Is situated in the centre of the Nooksack and Sumas valleys, and is surrounded by upwards of 125,000 acres of the finest hop lands on the Pacific Coast.

These valleys are alike noted for the quantity and excellence of their hop productions. In many instances fully 4,000 lbs. per acre have been raised, and Eastern consumers pronounce those hops as being fully equal to the world-renowned products of Bavaria. Within a radius of six miles of the town there are 50,000 acres of choicest hop land capable of producing annually upwards of 75,000 tons, giving employment to 18,000 people and selling for upwards of $24,000,000.

The above area is MUCH GREATER than the whole of the famous Puyallup and White River valleys combined, but is much less than one half the hop lands directly tributary to Nooksack.

The above figures are facts, and as such we challenge contradiction.

The town is situated at the head of navigation in the Nooksack River, and has an

INEXHAUSTIBLE WATER SUPPLY
For Manufacturing, Milling or other Industries.

The Bellingham Bay and British Columbia Railway connects at this point with the Seattle, Lake Shore and Eastern; both lines are now under rapid construction and will be completed in the near future.

As the railway and shipping centre of the largest hop fields of the Pacific Coast, Nooksack presents very superior inducements to business men.

The present demand for buildings is very great, and to all purchasers who will improve their property by erecting good permanent buildings, we will GUARANTEE a rental equal to 20 per cent. on their whole investment.

To persons engaging in Milling, Manufacturing or other industries, very liberal inducements will be given. We can offer

NO INDUCEMENTS TO MERE SPECULATORS,

and desire only bona fide purchasers who intend to improve their property and assist us in making NOOKSACK the wealthiest and most attractive inland town in Washington Territory.

Lots are all cleared and streets graded.

For particulars please apply to Messrs. BOURCHIER & HIGGINS, or other Agents handling this property, or call on or address

THE NOOKSACK LAND AND IMPROVEMENT CO.
INCORPORATED,
NOOKSACK, W. T.
aug11-3m

WANTS.

A LADY of experience wishes a Housekeeper's position—city or country. Address "E.," this office. au11-3t

AS HOUSEKEEPER where help is kept, by an English lady. No objection to children. References. Address "E. O.," 197 Douglas street. au11-1w

ONE who has been cashier in England, and has had long experience in India, in indigo and tea, wants a situation. Can give references. Address this office. au11-3t

WANTED—A FIRST-CLASS COOK—Apply to C. P. N. Co.'s office. au2-tf

WANTED—A first-class Waiter at THE UNION CLUB. Apply to the Steward. aug7-3t

TO LET—A comfortable furnished room for gentleman. Address Box 365, P.O., Victoria. aug7-1w

WANTED—A girl to make herself generally useful in a small family. Apply at "COLONIST" office. au9-tf

A THOROUGH BUSINESS MAN desires active employment; best of references. Address "T. R.," Drawer 8, P. O., Victoria. aug9-4t

WANTED TO PURCHASE—an old established Country General Store—Esquimalt preferred. Must be freehold. None but principals dealt with. Apply by letter to "Alpha," Orion Cottage, Chatham street, Spring Ridge, Victoria, B. C. aug9-1w

WANTED—Salesmen to sell our Special Hardy Nursery Stock all through British Columbia, to whom exclusive territory will be given. Handsome outfit free. Commission or salary, and expenses paid weekly. Write at once, with references, for terms.—MAY BROTHERS, Nurserymen, Rochester, N. Y. aug7-3t

MISS LAURA M. ADAMS

WILL RETURN FROM SAN FRANCISCO on the 11th of August, and will take a limited number of pupils for piano. Address—34 Cadboro Bay Road. aug1-1m

MUSICAL INSTRUCTION
On Piano, Organ, or in Singing.
MRS. THOS. SIDNEY WILSON

Has a few vacancies for pupils desirous of the above. Those requiring the use of a piano or organ can practice daily at her residence, 29 FREDERICK ST. jly31-1mo

CORRIG SCHOOL,
VICTORIA,
A Boarding and Day School for Young Gentlemen

This well known school, now in its fourth year, will re-open September 3rd. It is in a very prosperous condition, and has an able staff of experienced graduates.

For further information, early application should be made to the Principal. aug7-1m

ANGELA COLLEGE
VICTORIA, B. C.

BOARDING AND DAY SCHOOL FOR young ladies, will re-open after the Midsummer Vacation, on Thursday, Aug. 29th.

MISS DUPONT,
Principal.

In Miss Dupont's absence, application may be made to Miss Bodington, Vancouver, B.C., until the date of re-opening, after that date at Angela College. aug1-m

THE REV. JOHN ALEX. DOWIE
AND MRS. DOWIE,
Of Melbourne, Australia,

Who begin their Mission in Victoria on Monday Evening next, in

ST. ANDREW'S PRESBYTERIAN CHURCH,

Will be glad to meet with Christian ministers and members of all Evangelical Churches, in the Y. M. C. A. Hall, Broad st., on Friday evening at 8 o'clock, and explain the nature of their work, in which they heartily invite the co-operation of all portions of the Household of Faith. aug8 3t

MRS. MERCHANT ARRIVED.

Test and Business Medium. Gives a whole life reading, mark changes in past and future lives. Advice on business of all kinds. Valuable advice for those in trouble.—☞Room 14, "Delmonico." au10-1m

CHARLES ZIPSER,
Practical Coppersmith
AND SHEET IRON WORKER,
Langley, near Fort Street, Victoria, B.C.

Apparatus for Brewers, Distillers, Steamships, etc., made to order. Repairing and Tinning promptly attended to. jy3-1mo-dw

A Comfortable Boarding House,
WITH PLEASANT GROUNDS,
At "SUNNYSIDE," 112 Pandora Avenue.
MRS. O'BRIAN.
Victoria, May 14, 1889. my15

HOMŒOPATHY.

DR. J. HALL, LATE OF TORONTO, where he practised 30 years, has opened an office at 82 Pandora street, 3 doors above the Presbyterian Church, where he can be consulted daily—excepting Sundays and holidays—from 1 to 4 p. m. Visits to patients will be from 10 a. m. till 12½ p. m. Chronic and Children's diseases a specialty. my17-tf

DR. LEWIS HALL,
DENTIST,
GRADUATE OF PHILA. DENTAL COLLEGE.
CRAFT & NORRIS BLOCK, DOUGLAS ST.
Residence, No. 8 Pioneer street.
Office hours, 9 A.M. to 5 P.M. ap21

—NATIONAL—
Electric Tramway & Lighting Co
TENDERS

ARE INVITED UNTIL THE SECOND day of September next, at 12 noon, for Debentures of the above Company, amounting to Forty Thousand Dollars, bearing interest at the rate of five per cent. per annum, and redeemable in twenty years. Interest secured by the Corporation of the City of Victoria, principal secured by first mortgage on all the real property of the Company.

For further particulars apply at the office of the Company, 6 Bank of British Columbia building, from 10 a. m. to 12 m., and from 2 to 4 p. m. H. F. HEISTERMAN,
au10-2w-td Sec'y.-Treas.

AMUSEMENTS.

Victoria Lawn Tennis Club

THE ANNUAL TOURNAMENT WILL be held on the Club Grounds, Belcher street, on August 12th and following days. The events will be as follows:—

1. Gentlemen's Open Singles—Entrance, $1.00. The winner is entitled to challenge the present holder of the Championship Cup.
2. Ladies' Open Championship Singles—Entrance 50c. The winner is entitled to challenge the present Lady Champion.
3. Gentlemen's Singles (handicap), for members only—Entrance $1.00.
4. Gentlemen's Doubles, for members only. Scratch pairs—Entrance 50c.
5. Veteran's Singles, for members only over 35 years of age—Entrance $1.00.

All entries to be made to the Hon. Sec. before August 7th.

The Committee reserve to themselves the right of refusing any entry.

Admission to the grounds, 50c. each day, or for the whole meeting $1.50.

Family tickets for the whole meeting, $4.00. Members only free.

By order of the Committee,
B. H. TYRWHITT DRAKE,
jly20- Hon. Sec.

NEW ADVERTISEMENTS.

WANTED—by pensioner (leading stoker Royal Navy) a situation to look after engine and boiler or steam launch. Address T. Lock, North Bend, B. C. aug13-6t

WANTED — IMMEDIATELY — a Nurse. Apply personally or by letter to Mrs. Fitzgerald, R. N. Hospital, Esquimalt. au13

WANTED, for adoption, a white female child, between one and two years of age. Apply by letter to C. R. Childless, Victoria. aug13-1w

VICTORIA : THEATRE

Monday Ev'g, 19th August.

THE CELEBRATED DIVINE AND ORATOR
REV. DE WITT
TALMAGE
Will give his Great Lecture,
BIG BLUNDERS!

Under distinguished patronage, and Clergy (of all denominations).

Tickets on sale at Waitt's on and after Tuesday, 13th.

Parquette and Dress Circle, $1.00.
Reserved Seats, - - $1.25.
aug13

British Columbia Milling & Mining Co.
[LIMITED.]

NOTICE IS HEREBY GIVEN, THAT the following described certificates and shares of and in the capital stock of the above named company have been sold by public auction, to satisfy Assessment No. 20 and costs, and that said certificates have accordingly been and now stand cancelled, namely:—

	No. of Certificate.	Shares.
Annie Covington	126	10
George Alfred Deardon	1131	500
Thomas Elwyn	1109	200
Martha Rhodes	121	10
Emily Rhodes	125	10
J. Judson Young	A939	100

All persons are cautioned not in anywise to negotiate or deal with the said certificates or shares.

Victoria, 12th August, 1889.
GEO. A. SARGISON,
aug13-1w Secretary.

MUNICIPAL DEBENTURES.

APPLICATIONS FOR DEBENTURES to the extent of $70,000, issued by authority of the "$70,000 Water Works Loan By-Law, 1889."

Also $60,000 issued by authority of the "$60,000 Water Works Loan By-Law, 1889."

Also $25,000 issued by authority of the "Pleasure Grounds Loan By-Law, 1889."

Also $15,000 issued by authority of the "Fire Department By-Law, 1889."

Will be received up to Wednesday, the 28th day of August, instant, at 4 p. m., at the office of the undersigned.

The Corporation do not bind themselves to accept any tender.

By order,
WELLINGTON J. DOWLER,
C. M. C.
City Hall, July 25th, 1889. aug13

C. P. N. CO., LIMITED.
EXCURSION
—TO—
Queen Charlotte Islands
AND
ALASKA,
(If sufficient inducements offer.)
The Steamer
PRINCESS-:-LOUISE
Will make an Excursion,
Leaving Victoria on 22nd Aug.

The trip will embrace Bute and Knight Inlets, Douglas and Gardiner Channels, Skidegate, Masset, Port Simpson and other points of interest.

The Route taken will include the finest Scenery on the Alaska Route, in addition to the above named Inlets.

The number is limited to 40.
au13 JNO. IRVING, Manager.

Hon. Mr. Davie's Committee

AN ADJOURNED MEETING
Will be held at the Committee Rooms,
PHILHARMONIC HALL,
THIS (Tuesday) EVENING
AT EIGHT O'CLOCK.
By order of the EXECUTIVE COMMITTEE.
aug13

AUCTION SALE.
W. R. CLARKE, AUCTIONEER.

I am instructed by W. A. RUSSELL, Esq., to sell at his residence, 4 Quebec street, James Bay, on

Wednesday next, 14th inst.

At 11 a. m., all his new and well-kept

FURNITURE,

Which consists of Parlor Set, Japanese Screen, Pictures, Ornaments, Brussels Carpets, Hearth Rugs, Oil Cloth, Extension Table, Oak Sideboard, Solid Mahogany Chairs covered in red Morocco, Dinner and Dessert Services, Glassware, Cherry and Oak Bedroom Sets, Spring and Hair Mattresses, Feather Pillows, Fine Chamber Sets, Franconia Range, and the usual Kitchen Furniture.

Terms cash. Goods to be taken away on day of sale.

W. R. CLARKE,
au11-td Auctioneer.

British Columbia Milling & Mining Co.
[LIMITED.]
Assessment No. 21.

NOTICE IS HEREBY GIVEN, THAT an assessment of one cent. per share has been levied upon the members of the above-named Company, payable at the Company's office in Victoria, British Columbia, on or before the 30th day of August, 1889, from and after which date all certificates and shares on which the said call shall then remain unpaid and unsatisfied shall be deemed delinquent, subject to interest and costs, and will be dealt with according to law.

Victoria, 10th August, 1889.
By order of the Board,
GEO. A. SARGISON,
aug11 Secretary.

FOUND—An Overcoat. Owner can have the same by calling at this office, proving property and paying for advertisement. au10-3t

NOTICE.

WHEREAS I am about to leave the City for some time, I hereby request that all claims against me may be sent to E. M. Johnson, 81 Government street, on or before the 30th August next for settlement; and that any one indebted to me will pay to him, and his receipt shall be a sufficient discharge.

WILLIAM CHARLES WHITE,
Pandora and Cook st., Victoria, B. C.
aug1-1mo

A ROUSING MEETING.

The Victoria Theatre Crowded to the Doors.

Hon. Mr. Davie Explains His Views to the Electors

In a Clear, Convincing Speech that Carried Conviction to His Auditors—The Attorney-General Warmly Received.

It was a thoroughly representative and enthusiastic audience that filled The Victoria last night to listen to the common sense explanation of his platform laid before them by Hon. Theodore Davie.

During the evening the electors showed clearly by their hearty and frequent applause that they were thoroughly in accord with the remarks made by their tried and proven representative, who has again offered himself as a candidate for their suffrages.

The chair was taken shortly after 8 o'clock by Hon. J. S. Helmcken M. D., while occupying seats on the stage were to be seen Hon. J. H. Turner, Hon. C. E. Pooley, Hon. John Robson, Simeon Duck M. P. P., Lieutenant-Colonel Prior M. P., Messrs M. W. T. Drake, E. Mallendaine, ex-Alderman Braden, Alderman Kelly, J. W. Carey, Charles Hayward, Alex McDonald, Willis Bond, T. J. Burnes and others.

The chairman in opening the meeting expressed surprise that any opposition should be offered to the re-election of Mr. Theodore Davie. (Hear! Hear!) Everyone could not but be aware that in Mr. Davie Victoria had a member devoted heart and soul to the city's interests, and the interests of the province. Everyone also knew that Mr. Theodore Davie, as Attorney General and a member of the provincial cabinet would possess twenty times as much influence, and be able to do twenty times as much for the city and the country as he would otherwise. One of the greatest questions now before the electors was that of the Canadian Western Railway. Some people imagined, and were attempting to lead the public to believe, that this question was already settled. It was not. It would not be until the railway itself was in actual operation. The election of Mr. Theodore Davie and his appointment as Attorney-General did not concern the city of Victoria alone. It was a matter of importance to the whole Dominion, even more than to the city in particular. He thought that the citizens would not fail to see what was best for their interests, and act accordingly by returning Mr. Davie at the polls. Without further remark he introduced the speaker of the evening—Mr. Theodore Davie.

Amid the prolonged cheers of the audience Mr. Davie came forward. As he had considerable to say, he remarked, he would come at once to the point. He did not intend to indulge in any figures of speech; his address would not consist of flights of oratory, but of facts, with which he would convince all present before leaving the platform. In his address in offering himself as a candidate for re-election, he had announced that his primary object in accepting a portfolio in the provincial government was the construction of another transcontinental railroad, which penetrating the northern part of British Columbia, and opening up the important district of Cariboo, will traverse Vancouver Island, making Victoria or Esquimalt its terminus. He entered the cabinet on the understanding that the early construction of such a road should be made a matter of government policy. For this he had been assailed by his opponents of raking up an issue when none arose. The gentleman who had announced himself as his (Hon. Mr. Davie's) opponent in the campaign, and the Times newspaper, from which his opinions seemed to be taken, had stated that the Canadian Western Railway was already a matter of fact, by legislation. How the railway could be a matter of fact until it had been constructed, was inconceivable to any intelligent person. The scheme might exist upon paper for years, but never become a fact. Only the preliminary steps had been taken toward the construction of the road, and unless they were promptly followed up, the road would not be built. If the construction of the road was urged and supported by the Government; by the representatives of the people in the Legislative Assembly, and by the people themselves, the Canadian Western Railway would become an accomplished fact in less time than was taken to construct the C. P. R. (Cheers.)

His opponents in this campaign had not chosen to discuss the merits of the stand he (Hon. Mr. Davie) had taken, preferring to indulge in their usual stock-in-trade, endeavoring to bring across other issues, and producing as their chief arguments abuse and vilification of himself, whom they were pleased to term a "vindictive partizan." If, in calling him a "vindictive partizan," they meant that having taken a stand on any point which he believed to be in the interests of the city and province he would stick to it, they were right. (Hear! Hear!) They were perfectly at liberty to call him whatever names they pleased. It was contended by his opponents that all that was now to be done in regard to the construction of the Canadian Western railroad, was to allow the project to lie dormant. The railway company had secured an act of incorporation, and, the opposition said, all that was now to be done was to wait for them to commence operations. This, said Hon. Mr. Davie, is not my policy; and it is not yours! This is what they said the other evening in the Times:

> "The public, until this announcement was made, was not aware that the interests of the Canadian Western required a champion for it in the cabinet. The public accepting the grant made to that company last winter in good faith, has regarded the issue as settled. During the closing hours of the House last session, the Canadian Western Railway land grant came up as an issue; but Mr. Davie and others, notwithstanding the protest of the Vancouver Board of Trade, passed favorable judgment on it, and from an issue it was translated into a law of the province. The question therefore is no longer an issue. * * * * They regard the Canadian Western Central railway issue settled. * * * * It raises an issue, where there is none, or if this view does not meet the requirements of the case, what else does it argue than that an act of parliament stands for no more with the government than a puff of wind. * * * * Now naught remains but for the parties of the second part to carry out the bargain, and until they fail to do this, the government's good or ill will is of no consequence."

In other words, continued Hon. Mr. Davie, our opponents say that we are to sit still for the next two years (for that is the time the company have to begin operations) and do absolutely nothing. That is not the policy of any one here—it is not mine; it is not yours. [Applause.] I am not going to pretend that the Canadian Western Railway should receive anything like the amount of assistance given to the C. P. R. They will, however, expect more aid than they have yet received, or more than this government would be justified in giving. The time for subsidizing a road as heavily as the C. P. R. was subsidized has gone by. The C. P. R. received $25,000,000 in money, 25,000,000 acres of land, and British Columbia and Lake Superior sections thrown in. The government had also to afford the constructors of the road every facility for forwarding material during its building, and had to sell to the company any material required at cost. The C. P. R. Co. also received rights of way and water frontages whenever navigable water was reached; and last, but not least, they received the promise that no opposition railway would be constructed for twenty years and they were free of taxation in the Northwest Territories forever.

It was upon these terms that the C. P. R. company entered upon their bargain to build the road. The same terms would not now be given to another transcontinental road; but he (Mr. Davie) merely referred to their case to show what had to be considered by a government in settling a railway question. These questions would not be taken up and disposed of without delay, unless the matter became one of government policy. (Applause.)

Turning to the chairman, Hon. Mr. Davie continued: "You, Mr. Chairman, some time ago, contributed valuable data as to a railway on Vancouver Island, to which the public and I are indebted for much useful information. You showed that, irrespective of the E. & N. Railway grant, there was on this Island upwards of 1,000,000 acres of arable land lying dormant, ready to become productive and waiting for the pleugh. In addition to this immense tract of agricultural land, you proved that there was 4,000,000 acres more ready for use for mining, lumbering, stock raising and other purposes. You showed, also, Mr. Chairman, in a series of instructive letters, that 1,000 additional farmers cultivating twenty acres each would produce $600,000 annually: that taking the year 1885 alone, $500,000 had been paid for provisions consumed here, and $100,000 customs duties, all of which and far more the country could have produced; money which had been sent away to foreigners; the produce of our coal, lumber and fish which should have been kept at home and expended in reproductive enterprises. You showed that 175 miles of railway to be constructed to Fort Rupert, in cost would not exceed $5,000,000. You estimated that by guaranteeing the interest on this sum of money, or perhaps part of it, entailing an outlay of from $50,000 to $100,000 per annum, the road could be made an accomplished fact without increasing the taxation of the country, as by construction of the new road the country would be opened and increased revenue result upon the accretion to the population, to say nothing of the money obtained from land sales. In speaking and writing in favor of the Fort Rupert road you showed that every agriculturist is worth to it $500 a year.

The Canadian Western Railway project first took practical shape at the last session of the Legislature, when it was shown that such a railway as was proposed by our chairman need not stop on Vancouver Island, but should go on to the mainland. This being done, not only would the Cariboo and Chilcotin regions be opened up, but also the Peace river district, unsurpassed as an agricultural country. The new road, such as has been proposed, would, in addition, place us in far more direct communication with our neighboring Territory of Alaska. All the great advantages to be derived from the construction of a new transcontinental road would have been pointed out. To show what my views have been and are on the subject, and that I am not, as falsely alleged by my opponents, taking up this subject as an election cry, I will read an extract from the report of a speech which I had the honor to deliver during the last session of the legislature. I am reading from the COLONIST report. The extract is as follows;

> Mr. Theodore Davie was warmly in favor of this measure. He would be untrue to the interests of those who sent him to the House if he favored the submission of this question to the people, which would mean its postponement for a year at least. 'Tis said that we are parting with 12,000,000 acres of land. So we are, but at the same time are gaining 12,000,000 acres ourselves, and a vast extent more which would never be as much as seen by a living soul unless bisected by a railway. From a national view it was necessary to have an overland railroad which is not contiguous to a foreign country. The area of Canada is larger than the United States. The estimated land in the former is 3,470,392 miles, whilst the latter contains 3,096,392 square miles only. The United States has four continental roads whilst Canada has only one, and that on the southern fringe of her territory, and which does not operate to feed the chiefly fertile portions of the province or of Canada. The proposed road would open up the Chilcotin plains, where the cattle are fatter and better than in any part of the province, also open up the mining and agricultural regions of Quatsino, Alberni, and other parts of Vancouver Island, and besides all this would extend towards the Peace river country, which is described as "a vast extent of country unsurpassed in fertility, and notwithstanding its high latitude, having a dry and salubrious climate." The conditions of the extreme northern parts of Canada are most favorable to wheat raising, although the popular impression is that it is a sterile and inhospitable waste—simply a section of the north pole. The conviction of the civilized world—born, as Erastus Wiman has said, of ignorance—is that this northern land is impenetrable ice and snow. They forget the development of America's purchase (Alaska), many degrees further north than the average of Canada, and a country so full of promise that no money payment would be accepted by the States in purchase of it. In the limitless plains hundreds of miles to the north of the populated portion of Canada, is a wheat growing country, far larger than the entire wheat growing portion of the United States. A country which is capable of growing 30 bushels to the acre. Whereas the most favorable portion of the United States produces at best only from 15 to 20 bushels per acre. Mr. Davie then read at considerable length from an article by Mr. Wiman in support of his statements, and wherein it was said that the greatest success in wheat growing was in the States to the extreme north, and that in its extreme northern latitude the Dominion possesses a greater wheat producing area than does the entire United States; that the soil of this wheat area is richer, will last longer and will produce a higher average of better wheat, than can be produced anywhere else on the continent, if not in the world, and that moreover, wheat is known to have been grown in the vicinity of numerous Hudson's Bay Company stations for twenty consecutive years, without fertilization, and annually producing crops averaging thirty bushels to the acre. That besides growing wheat other cereals were raised and cucumbers and melons cultivated. It was also shown that climate is much more the result of altitude than it is of latitude, and that while the mean elevation of Europe was 671 feet, and of North America generally 781 feet, it was a significant circumstance that the Canadian portion of North America has an altitude of only 300 feet. It was further shown that nature has provided in the thousands of square miles of wheat areas in the northern part of Canada a well spring of moisture in the frost time, in the earth far down below the surface, which being thawed out during the summer months, is full of force. Besides this, there is the still further advantage in these extremely northern regions, of days in summer which have an average of two hours more sunshine than in the southern districts, so that from these and other causes conditions unite to make the far north the most productive and the most valuable of all the cereal-growing lands on the continent. Mr. Davie predicted a bright future for Canada consequent on the promotion of the scheme now before the House, and that the province was to be congratulated upon being the first to contribute anything practical in aid of a transcontinental railway by the north. He was satisfied that the majority of the members present would live to see the road an accomplished fact and in running order.

The reading of the extract was followed by a long and very loud outburst of hearty applause.

Now, gentlemen, that will show you that the stand which I take upon this question is not a new one by any means, but the stand I have taken all along. (Applause). If you choose to refer to the North American Review for January 1883, you will find proof for all I have said, there. Proof is also to be found in many other places. The matter has been brought before the Senate of Canada years ago, when every effort was made to obtain the most full and reliable information. No fewer than 125 witnesses were examined with regard to the immense advantages possessed by this country. I need not show the gain to Victoria should she be made the terminus of a railway through so great a country. You can see that the terminus of such a road is bound to be one of the greatest cities on the North American continent, in either the United States or Canada. (Applause).

I am not saying that if you return me this will be done I am only one. But I do say that I will do all I can to bring this about. (Applause). And you have the assurance that this will be a matter of government policy. (Applause). This platform surely is far better than that of my opponent, who argues that this road is already an accomplished fact, because the Act of Parliament incorporating the company has been passed and a land subsidy given. The Opposition say we can do nothing until we ascertain what the Canadian Western Company are going to do; in other words, to go to sleep for a couple of years. We have been told that the country has already subsidized 12,000,000 acres of land, and no more can be done. In the House I stated that this was so, but we had received in return 12,000,000 other acres of land. The land is given in alternate sections. I should more accurately have said that the province was receiving 12,000,000 acres. The land is there, it is true, but it could never be got at without a road. So, I say that instead of giving the land away we are acquiring 12,000,000 acres. (Applause.)

They say that this is already an accepted issue, and wants no advocate! It has no enemy! They say that anyone who comes forward now as the advocate of such a scheme is a charlatan or an unprincipled trickster! We will see which is the charlatan and trickster,—the one who has advocated and worked for the proposed road long ago, or the newspaper which says it is "an accomplished fact." You will say on Wednesday week who you consider the charlatan and unprincipled trickster. (Hear! Hear!) They say legislation has accomplished all that has to be done, and there is nothing more to trouble about. Those who lead, or attempt to lead, the public to believe that there is no opposition, are the very ones who wish to see the project destroyed. As faithful servants of the public it is their duty to show where the opposition lies, and to warn the public of approaching danger, but in trying to delude people to believe the railway is "an accomplished fact," they are crying "peace, when there is no peace," knowing that if a determined stand is not taken, we may even yet lose the road which appears to be at our very doors. They say there is no opposition. Let us look at the facts. First of all when the matter came up for discussion in the House, a petition was presented by the Board of Trade of the City of Vancouver, strenuously opposing the construction of the new road. Then only the day before yesterday the Vancouver News-Advertiser assails me, in less abusive language than the Times—not because the road is "an accomplished fact" and "needs no champion," but because I have advocated its construction at all. They think apparently that it will ruin their city. It will do nothing of the kind. It will bring a large population into the country, and profit their region as well as the balance of the country, and the people of Vancouver will reap the benefits as well as anyone else (Applause). The United States has four transcontinental roads and all are doing well.

Not long ago, my friend, Mr. D. W. Higgins, raised an alarm—a needless alarm I considered it and still do,—that the government was putting it beyond its power to subsidize this new railway. He claimed that the government of the day was going to exchange the whole of the Peace River lands for lands along the C.P.R. It was a needless alarm, but I give Mr. Higgins credit for the honesty of his intentions. Before this railway project was discussed or brought into the House at all, a proposition was passed in the House without a single dissenting voice from either Government supporters or Opposition, authorizing the Government to take steps towards effecting such an exchange of lands in the Peace River District for lands along the C. P. R. They would have been justified in doing so then; but since then two very important changes have completely altered the question. In the first place, the decision was given in the Supreme Court of England, placing the minerals in the belt in the control of the Province. In the second place, the second trans-continental road, which circumstances have shown to be not only feasible but an imperative requirement. In view of these two questions the Government would not be justified in effecting an exchange of the whole of the lands. Nor could they do so even if so desirous, without the assent of the legislature, not only of the Province but of the Dominion. Four parties would have to give their consent to such a bargain before it could be concluded—the Provincial and Dominion governments, and the Provincial and Dominion parliaments.

What Mr. Higgins said caused considerable excitement at the time, and I then assured all who spoke to me upon the subject that the Government would not, and could not if they would, take the action which Mr. Higgins feared.

At that time the Opposition press was loud in its alarm that the Western Railway was in danger. That Honest John, who owned some property at Vancouver, was going to sacrifice the rest of the province so as to enhance his Vancouver lots, and that the least the people of Vancouver Island had to expect was that Honest John was prepared to utterly sacrifice them to his own advantage. It was in this state of ferment, fostered by opponents, that a melancholy incident called me to a seat in the cabinet, which I resolved to accept, and so assure my constituency that their fears about John Robson and his intentions were groundless. Then the Opposition organ immediately changed its tune. There was then no danger about the Western Railway, it was an accomplished fact—there was no issue to be raised about it, and Mr. Davie, or anyone else who would endeavor to raise such an issue was a political trickster as everything had been accomplished nine months ago by legislation.

A correspondent in THE COLONIST a few days ago, styling himself H. F. Davis, pronounced the land to be traversed by the new road a sterile waste, abounding only in ice and snow. Mr. Higgins, in replying to Mr. Davis' communication, justly remarks that the Senate committee's report, based on the evidence of 125 witnesses, should be accepted in preference to Mr. Davis' statement. Mr. Higgins thought it probable that Mr. H. F. Davis, not having met with the success in his hunting and trapping that he had hoped for and desired, was determined to give the country a bad name. I am inclined to take a different view of the matter, and think that Mr. Davis does not want his territory invaded, finding it a very profitable one. He does not want his hunting and trapping grounds disturbed by the scream of the iron horse, followed by the march of civilization, nor does he want others to enjoy the country from which he obtains his living. He has a "good thing" and very sensibly, from his point of view, is averse to having others encroach on his preserves, and so he "brings an evil report of the good land."

Then we have another false prophet who has brought another evil report of the land—Mr. Amor De Cosmos. I will show you how wonderfully his opinions have changed. On July 31st, 1889, he writes a letter to the press advocating the Victoria, Saanich and New Westminster railway. I say nothing against that railway. If you get a requisite guarantee that the road will be built, at the company's risk, there is no objection to a civic guarantee. But Mr. De Cosmos in the letter referred to not only advocates his Saanich line but he attacks our Canada Western, and in so doing he quotes Mr. Sanford Fleming as his authority. These are his words:

> "In order, however, that the public may not be deceived by "Cariboo" playing upon their credulity by holding up Seymour Narrows bridge as a promising investment for all the revenue of our city taxpayers, I ask your readers to note the following extract from Sandford Fleming's report of 1877 on the subject of the Canadian Pacific Railway crossing via Seymour Narrows. He says: 'The most serious difficulties, however, present themselves on passing from the mainland (Bute Inlet) across the Valdes Group of islands to Vancouver Island. The bridging found necessary within a distance of 30 miles is, indeed, not only *formidable*, but *without precedent*. Besides heavy tunnelling and heavy rock excavations, the following works are called for: One clear span bridge of 1,100 feet at Arran Rapids; one of 1,350 feet at first opening of Cedero Channel; one of 1,140 feet at second opening of Cedero Channel; one of 640 feet at third opening of Cedero Channel; one of 1,200 feet at Middle Channel; one of 1,200 feet at first opening of Seymour Narrows; one of 1,350 feet at second opening of Seymour Narrows.'"

Mark those last words,—"Such is Mr. Fleming's report, and no one yet questions its correctness." Now we will call a witness, and that witness is going to be Mr. De Cosmos himself. (Laughter and cheers.)

Mr. De Cosmos wanted to get elected to the Dominion House of Commons in 1878, and he published a card to the electors at that time. It is sometimes inconvenient to go back to what has been said eleven years ago, but here is what Mr. De Cosmos then said:—

> "I shall maintain that the best route for a transcontinental and provincial railway is that recommended by Mr. Marcus C. Smith, acting chief engineer of the Canadian Pacific Railway, via Bute Inlet to Esquimalt."

Mr. De Cosmos again, at a meeting held at Cedar Hill in 1878, is reported in The Standard, then his brother's paper, as having said:—

> "The only feasible and practical route embracing natural advantages, and passing through a large tract of valuable country capable of sustaining two or three millions of people was the Bute Inlet route to Esquimalt * * *
>
> "The report of Mr. Marcus C. Smith, an eminent engineer, and one who had resided in the country four or five years, was of the opinion that Bute Inlet was the only profitable and practical route, which, when combined with superior resources and economy of construction, made it preeminent above all other lines. Now in order to defeat Mr. Smith, the Mackenzie government had sent for Mr. Sandford Fleming, who was airing himself in London, and employed him to furnish a report which would conflict with the one already received. This Fleming consented to do, and pronounced in favor of the Burrard Inlet route, contrary to all the facts presented in a more able report, and at still greater variance with no less an authority than that of Admiral De Horsey."

Still another extract from one of Mr. De Cosmos' speeches, delivered in December, 1878:—

Extract from Hansard report of Mr. DeCosmos' speech in the House of Commons, May 8th, 1878:

> "In their country, where they could connect Vancouver Island with British Columbia, no ice floated. Scarcely a frost was felt there, and we could pick pansies and daisies all the year round, and yet they heard here, over and over again, and read it in the press, that they must have bridges at this point. There was no necessity for bridging there and the moment they struck the center of Vancouver Island, they struck a country full of iron and coal, the most accessible for settlement existing in the province to-day. * * * He would go further. A map had been prepared and was in the possession of the Department of Public Works, which indicated and showed the character of the land. It was prepared by the acting chief engineer to give information to this country; and why had not this map been brought back to the House, and circulated through Parliament and communicated to the Senate? There was a design in this, and this design he believed was not in the interests of this country. Whatever it might be, it might be to shelter the Chief Engineer. He had no confidence in the Chief Engineer of the Pacific Railway, (Mr. Sandford Fleming,) but he had complete confidence in that lion-faced engineer, Marcus Smith, who knew more of the west side of the Dominion than any man on earth. If he, (Mr. DeCosmos,) were Premier of this Dominion, he would relieve himself of an engineer of whom he had stated on the floor of this house, that he was more an author than an engineer, and he would take that man who was a thorough engineer, who had explored the country, and had written reports on it year after year, of which he believed the present reports before the house to be a garbled copy."

(The reading of this last extract was followed by long and prolonged applause).

That is what Mr. De Cosmos had to say then of that same authority of Mr. Sandford Fleming that he now quotes to persuade people against the route adopted by Marcus Smith. Now when he does not want Bute Inlet he brings up Mr. Sandford Fleming's report, forgetting how he denounced him before. (Laughter and Applause). Mr. De Cosmos is unfortunate in this, as well as in a good many other things. [A voice—We'll show him that to-morrow.]

In the bill that has been brought forward by Mr. DeCosmos for the Saanich railway there was one clause that Mr. DeCosmos should have been ashamed of, and which very wisely was expunged by the railway committee. It shows how deeply Mr. DeCosmos was interested in the welfare of the country. Here it is:

> "The company may apply out of the money raised a sum not exceeding $150,000 to the payment of such bonuses to its promoters or other persons who have assisted in the furtherance of the undertaking as are agreed upon by the provisional directors, either before or after the passing of this act."

This evening I saw that a couple of gentlemen (Mr. Redfern and Mr. Grant) had stated that there was no such clause in the act. They are right. It is not in the act now; it was indignantly struck out by the railway committee. [Applause.] It is not in the bill now.

Much more might be said in regard to this project that I will not dwell on to-night. I have shown how inconsistent are those politicians who have opposed me at the present time.

I am assailed by the opposition, and the government is accused by Dr. Milne of putting a clause into the public school act which taxes a school, providing that the cities shall pay a certain amount of the expense of their schools, and one-third of their teachers' salaries. The Doctor, had he written his card himself, and not at the dictation of the Times newspaper, would not have written this. He has accepted the advice of those who care nothing for him, but whose only wish is to favor their own political ends, by politically killing me, and have not the memory or intelligence to know how to do it. If the municipality is called upon, as Dr. Milne says, to pay the cost of operating the schools, they would have to pay all, not merely a third of the teachers' salaries, as these are included in the cost of operating the schools. There is nothing in the Act calling upon the municipalities to pay for operating the schools. All that the cities are called upon to pay was one-third of the salaries. In Victoria the salaries amount to $17,340, of which one-third was $5,780. This was not a large sum. It was asserted that this clause in the school act was a blow at public education. It was not. It was originated with the desire, and had the effect of saving the high schools. There were seven representatives of the cities, Victoria, Nanaimo, and New Westminster in the House, all the other twenty members representing country districts. There were high schools in the cities only, and the children from the country cannot attend the high schools. So the representatives of the country districts were not to be blamed when they complained against paying the same price for poorer educational facilities. It was then proposed by the school trustees, in order to meet the objections of the country members, not to levy this one-third, but to levy a special tax. The old school tax was $3 a head. This was far in excess of what was demanded of the city. Instead of going so far as the trustees wished, the Government asked for less than the trustees proposed.

On February 22nd, 1888, the school trustees presented a report to the Government by which it would be seen that this special tax idea originated. The following is one section of that report:

> "5. Your committee also suggested to the Hon. the Minister of Education, the advisability of placing the appropriations for city schools to the credit of the respective school boards in towns and cities, and to so amend the School Act as to enable them to supplement the amount by levying a school tax on the municipality. Our suggestion was warmly endorsed by Mr. Robson, and he requested that this board should formulate their ideas in such a way as to enable him to understand fully the object arrived at, and promised that it should have his most careful attention."

The droll part, the DeCosmos part, has yet to be told. One of the very trustees who concurred in this report, and made this suggestion to the Government was himself—DR. MILNE. (Roars of applause). If Dr. Milne had depended on his own good sense, and not allowed himself to be dictated by The Times, he would not have been thus made ridiculous. Dr. Milne offered objection to several unimportant items in this report, but not the slightest to this section.

Referring to an editorial in The Times of August 7th, entitled "The Duty of the Hour," Hon. Mr. Davie, after reading it, proceeded to comment upon its contents. Said he, I happen to have these Acts before me. That Divisional Courts Act was introduced by me, and shown to other members of the profession, many of whom approved it. If The Times will give me upon affidavit the name of the writer of that article, for I believe he was a legal gentleman, I will point out to him the same man who advised with me upon the bill and who pronounced it "just the thing that was wanted." (Cheers.) The other acts they referred to are still on the statute books; they are law at the present time, and not by any means a failure. It was perfectly true that a Divisional Courts Act, such as they refer to, was introduced in the House, and supported by me. It was not, however, introduced by me; but by Mr. Bole, an opposition member. But let me be fair. He did so at my request, and I supported it; it was though nominally brought in by Mr. Bole. Politicians should be consistent, and they should have good memories, but the trouble with the opposition is, they are not consistent, and their memories are wretched. [Applause.] The tendency of legislation in school matters, so far from tending to make them subservient to politics, has been to relieve the government of responsibility and place the control of schools in the hands of the trustees. The appointment and dismissal of teachers and everything in regard to the schools is now in the hands of the trustees, and all the government has to do is to foot the bills. This is very different from the old order of things.

Since this government has taken power the vote for educational purposes has risen year by year. Ten years ago it was $47,000, now the year's estimate was $144,000. (Applause.) Take this grant and compare it with the sums expended upon education by the other provinces. The average in British Columbia for 1887-88 was $17.70 per capita; in Quebec for the same year it was $6.94; in Ontario, $6.42; in New Brunswick, $5.82; in Nova Scotia, $7.82; in Prince Edward Island, $6.56; IN BRITISH COLUMBIA, $17.84. What complaint have Dr. Milne and the Opposition to make in regard to the carrying on of the schools? They are being well conducted and a liberal education is offered everyone. (Applause.) In the Times to-night is an item headed "Davie's Dishonesty," saying that I had stated that if defeated Mr. Robson would appoint Mr. Bole as attorney-general, and reflecting on me for thus imputing dishonorable intentions to my colleagues. I did not say this, but what I did say was that if Mr. Robson were to do the same as Mr. Beaven did in 1882, when he was defeated at the polls he could send for Mr. Bole. As will be remembered, on that occasion, a round robin was signed by fifteen or sixteen members out of a House of twenty-five, expressing want of confidence in the Government, and Mr. Armstrong the member for New Westminster signed the document, but when Mr. Beaven found himself thus confronted with certain disaster he made a trip to New Westminster, the result of which was a document by Mr. Armstrong addressed to Mr. Smithe, "Take my name 'of' (off) that list," followed by Mr. Armstrong's acceptance of office under Mr. Beaven, which incident enabled Mr. Beaven to hang on to office for a few months more and until turned out by a vote of 16 to 8.

This was not considered dishonorable in Mr. Beaven at that time; neither could similar conduct by Mr. Robson in a like emergency be deemed out of place.

There is no danger, however, of the intelligence of this community defeating me. I merely quoted the illustration to show that my defeat would simply leave Mr. Robson to get an attorney general elsewhere, which he could easily do, and run his government without me. Notwithstanding the "Times'" reference to my confused utterances.

I am sorry that Dr. Milne is away, but probably some professional call has occasioned his absence. I will read the correspondence that has passed between us:

VICTORIA, B. C., AUG. 10, 1889.

DEAR DOCTOR.—You will have observed that I have advertised a public meeting to be held at the Theatre on Monday evening next.

As it is but fair that you should have the same opportunity as myself of explaining your views, I shall be most happy to accord you the opportunity of doing so at the meeting which I have called, and I will guarantee you a fair and generous hearing so far as my friends and supporters are concerned.

Of course, this being my meeting I should be entitled to speak first, but I may mention that I have also engaged the Theatre for the night before the election, on which occasion, if you accept my offer, and would prefer it, I will accord you first hearing.

THEODORE DAVIE.

G. L. Milne, Esq., M. D.

To which received the following answer:

VICTORIA, Aug. 12, 1889.

Theo. Davie, Esq.

Dear Sir,—I have pleasure in accepting your invitation for this evening, and extend to you a cordial invitation to attend my meeting in The Victoria to-morrow evening. As regards the meeting for the evening of the 20th, I have engaged a hall for that evening.

Without a mutual arrangement can be made as to time, I cannot very well give up the hall for that evening.

I remain, yours truly,
G. L. MILNE.

Continued on Fourth Page.

The Colonist.

TUESDAY, AUGUST 13, 1889.

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A BAD BEGINNING.

We were quite sure that Dr. Milne, if left to himself, would not have objected to the city paying something towards the support of its schools. We see, from what Mr. Davie said last night, that we were right. When Dr. Milne was seeking votes, when there was no cunning demagogue at his elbow, and when he was entrusted with a share in the management of the city schools, he not only approved of the principle of the towns and cities contributing towards the maintenance of their schools, but he, as a member of the board of city trustees, suggested that the Government be invested with power to levy a school tax on the municipality. This is an extract from a trustees' committee report, which Dr. Milne, as a member of the board of trustees, approved not longer ago than February, 1888:

"Your committee also suggested to the honorable the Minister of Education the advisability of placing appropriations for the city schools to the credit of the respective boards in towns and cities AND TO SO AMEND THE SCHOOL ACT AS TO ENABLE THEM TO SUPPLEMENT THE AMOUNT BY LEVYING A SCHOOL TAX ON THE MUNICIPALITY."

This is a far greater power than has been extended to the city by the amendment which Dr. Milne condemns with such apparent sincerity in his address to the electors. The amendment does not give the Government the power to tax the citizens. It leaves the whole power of taxation with the Corporation and requires it only to pay one-third of the teachers' salaries. If the Government had the power which Dr. Milne a few months ago was quite willing to give them they could take a great deal more than this and keep strictly within the law. If he had his way it would not now be in the power of the Corporation to withhold the city's contribution to the schools. By Dr. Milne's amendment the Government could impose and collect the school tax, and the Corporation could do nothing to prevent its imposition and collection.

Dr. Milne has commenced his political career badly. He has, as we showed on Saturday, grossly misrepresented the school law, and for the sake of the chance of gaining a few votes, he has condemned the Government for following the advice which he himself gave them a little more than a year ago. What he advocated as right and necessary a few months ago he now considers as wrong and unnecessary. What he did his best to establish in February, 1888, he unqualifiedly condemns in August, 1889. Dr. Milne is either unstable or insincere. A man who can change his mind so quickly, while all the conditions are unchanged, is not to be trusted with the care of important interests. The candidate who, for the sake of gaining a few votes, can condemn what he knows to be a good policy, and one which he himself advised, cannot be depended upon to stand up for what he knows to be the right, if there is anything to be gained by disavowing his principles and upholding what, but a short time before he had opposed.

PRUDENT SILENCE.

Many of the ratepayers are surprised that Mr. Redfern, as provisional director of the Victoria, Saanich and New Westminster Railway Company, has not replied to our appeal. When asked if it would be business-like for the ratepayers to give his company a very large bonus on condition of its performing a certain specified service without requiring the slightest guarantee that the service will be performed, Mr. Redfern is as silent as the grave. He was ready enough to point to the Dominion Railway Act of 1888, which compels all railways built under it, no matter where or for what purpose, to comply with certain requirements; but when he is asked whether that law will force his company to perform the particular service for which it seeks a bonus he is as dumb as a fish. He does not answer this reasonable and indeed necessary question because he knows that if his company fail to keep its promises to fulfil its part of the contract as regards shortening the time to make the passage between Victoria and Vancouver the Dominion railway law gives them no remedy, and Mr. Redfern and his co-directors have taken very good care that the bye-laws which are to be voted on to-day will not hold them to their bargain. If, when the road is built, the boats supplied by the Company are not fit for the service, if the Company is too poor to operate the road properly, if it is too dishonest after obtaining the obligation of the city to pay it the big bonus to carry on the work effectually, the citizens of Victoria may whistle for their money or their ferry. No one knows this better than Mr. Redfern, and he therefore considers it prudent to say nothing.

He, as a business man, knows that it would be worse than folly for the ratepayers of Victoria to depend upon the Dominion Railway Act for protection under the peculiar circumstances in which the combined railroad and ferry is to be built. That Act was never intended to meet all the conditions under which roads of all kinds in all places are built. The legislators in Ottawa made some general provisions for the protection of ordinary stockholders, knowing well that the ratepayers of any municipality, which for the sake of particular advantages to be derived from its construction, extended and to a railroad would take good care to protect themselves. It is not likely that the ratepayers of Victoria will be less prudent than those of other towns and counties in the Dominion which have subsidised railroads. They will not. They will not place their money in the hands of the railroad company until they get what business men consider good security that they will enjoy the advantages for which they pay so high a price. If Mr. Redfern expects the ratepayers of this city to act in a way that he would not act himself if he were in their place he is very greatly mistaken. He would not give his money for anything in the way of business, if he was not certain of getting its full worth, and perhaps a little more, and he may depend upon it that he is not the only prudent man of business that the city contains.

He is now a railway projector as well as a ratepayer, and it is his business as projector to get from the citizens as much as possible and give them as little in return as they will consent to take. He and his co-directors have drawn up the bye-laws that are to be voted on to-day with that end in view, and it would be impossible to frame laws better calculated to effect that object. Under them the company takes everything and gives nothing. The laws bind the citizens, but they allow the Company to go free. They exact absolutely nothing from them. This is not a fair deal.

How is it that the Saanich Railway Company have not published their Act of Incorporation? Why have they kept it hidden? Their secretary has it in his desk, but he refuses to let it be seen by those who would make its provisions known. Is the charter of the road so bad that the directors are afraid to allow it to be examined by the ratepayers, or in their interest? Why is it kept concealed while the directors are asking for bye-laws which offer no protection whatever to the ratepayers? What do they want to hide? Do they love darkness rather than light because their deeds and intentions are evil?

DIRECTOR AND EX-DIRECTOR.

Nothing that we have seen or heard shows so clearly the infamous nature of Section Number 8 of the Bill to Incorporate the Victoria, Saanich and New Westminster Railway Company than the haste with which Director Redfern and Ex-director Grant have rushed into print to repudiate it. They being the promoters of the scheme, and provisional directors of the Company, are responsible for what was in the bill. The bill is theirs, and shows what they wanted. It contains Section 8 exactly as we published it two or three times, every time but the last stating expressly that it was a clause of the bill, and also stating that it had been scored out by the Railway committee, who knew that a bill containing such a villainous section stood no chance of being engineered through Parliament. Our readers, therefore, knew where the section came from as well as its rascally nature. Both Director Redfern and ex-Director Grant knew all this, but no sooner did the section appear without the explanatory phrases than these two purist promoters rushed into print and declared that THE COLONIST "lied" when it republished section 8. There are many ways of lying some more plausible and more cunning than others. The attempt of Director Redfern and ex-Director Grant to create the impression that THE COLONIST, after it had repeatedly explained where Section 8 had been found, published an infamous lie, when it quoted it without explanation, is about as unscrupulous a way of bearing false witness as we ever remember to have seen. The promoter and ex-promoter may think that the trick was a clever one, but it will deceive no one that does not want to be deceived.

But without intending it, they have shown the public how utterly unscrupulous the men were who inserted the boodling section in the bill. Promoter Redfern and ex-promoter Grant, as well as the other promoters, are responsible for what was in the draft bill—section 8 and all. It was emphatically the promoter's section. It was intended to give them a legal claim to fleece the stockholders. They did not get what they wanted, and now they pretend to be horrified when, as they falsely state, their own section is represented as being incorporated in their charter. It would have been there if they had been allowed their way.

EDITORIAL COMMENTS.

"JOHN GRANT, mayor," says in last night's Times that he is in a position to state that if there had been any such condition in the act (as section 8), the Council would not have put the bye-laws before the ratepayers." "John Grant, mayor" is no doubt a most scrupulous gentleman; but there was one John Grant, a promoter of the Saanich Railway, and a provisional director of the Company whose name is in the bill as it was introduced into parliament who must have known what it contained, and, who for aught we know to the contrary, had a hand in framing the boodling section 8. Some people may think that the section which was so iniquitous as to prevent the City Council considering the Company's proposals ought to be too iniquitous to be inserted in a bill which the promoters asked Parliament to make the law of the land. These people will wonder whether John Grant, the promoter whose name is in the bill which contains the boodling section, and John Grant, Mayor, who considers it so bad as to vitiate the charter which might contain it, are one and the same person.

ADVICE TO MOTHERS.—Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of Cutting Teeth? If so send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for Children Teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers; there is no mistake about it. It cures Dysentory and Diarrhœa, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums, reduces Inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States, and is for sale by all druggists throughout the world. Price twenty-five cents a bottle. Be sure and ask for "MRS. WINSLOW'S SOOTHING SYRUP," and take no other kind. my31-eod-w

ELECTION CARDS.

To the Electors of Victoria City District:---

GENTLEMEN:

In accepting a portfolio in the Government, my primary object is the construction of another trans-continental railroad, which, penetrating the northern part of British Columbia, and opening up the important district of Cariboo, will traverse Vancouver Island, making Esquimalt or Victoria its terminus.

It will be my endeavor, should you honor me with your confidence by re-electing me, to apply the resources of the country, so far as can be legitimately done, in furtherance of this project, which as a private member I warmly advocated during the last session of the House.

It was upon the understanding that the Northern Railway should be a matter of Government policy, that I agreed to enter the cabinet.

I shall take the opportunity of entering into particulars at public meetings, which I intend to call for the purpose, during the course of the canvas.

I am, gentlemen,
Your obedient servant,
THEODORE DAVIE.

aug6

To the Electors of the City of Victoria.

GENTLEMEN:—

In complying with the request of a number of the citizens of Victoria to stand for the seat now vacant in the Legislature, I do so believing that at no distant date questions will arise requiring careful consideration, and calm and just decision. Many of the late actions of the Provincial Government have not met with the approval of a majority of our citizens, notably the amendments to our school law. The amendment to our Public School Act of 1888, where it provides that the cities are called upon to pay the expenses of operating their schools, and also enacting that the cities shall pay one-third of the salaries of their teachers, is, I consider, a law unfair and unjust. If elected as your representative, I shall endorse the action of our city aldermen, in refusing to pay the expenses and portions of salaries demanded by the Government. I shall also, if elected, use my efforts to have the present School Act so amended as to eliminate many of its features, which I consider have been introduced to give power to the Government in matters which should have been left in the hands of the Trustees—the proper representatives of the people in school matters. I shall always uphold our free and non-sectarian school system. As the School Act now stands it is in many respects merely a political machine.

I shall use my best endeavors to obtain a grant of land or money for the establishing of a University, to be erected and maintained in the City of Victoria, as it is time such an institution should be founded for the higher education of the young people of this province. Victoria being the capital, as well as having many natural advantages, is by far the most suitable place for such an important provincial institution.

I am in favor of subsidizing any railway asking reasonable aid, making Victoria its terminus. As the Canada Western Railway is now a matter of fact, by legislation passed last session, I shall, if returned, use my influence to have the same completed at as early a date as possible, with its terminus at Victoria or Esquimalt.

"The land laws of our province should be carefully guarded; and I believe it is in our interest to conserve our timber lands, and that they should not be locked up in large tracts in the interest of speculators.

The development of the mineral wealth of this province requires our earnest attention. Legislation tending to this end will receive every assistance from me.

It will be my most earnest desire to have Victoria made as far as possible the point of arrival and departure for lines of steamers either from the Chinese seas or Australasia.

In a few days I hope to have the pleasure of addressing you on the various provincial questions. In the meantime I solicit your influence and votes. I am,

Yours respectfully,
G. L. MILNE.

aug10

FIRE BRICKS,
PIG IRON.
A Consignment just to hand.
ROBERT WARD & CO.
Wharf Street,
VICTORIA.
aug1 3w

GEO. A. SARGISON,
NOTARY PUBLIC,
Accountant & Agent,
48 LANGLEY ST.
au27

AUCTION SALES.

G. BYRNES, AUCTIONEER

AUCTION
PROVINCIAL
Government Lands
—IN—
TOWNSITE OF HASTINGS
NEW WESTMINSTER DISTRICT.
Thursday, Aug. 15, 1889,
AT 11 O'CLOCK, A. M.,

I have been instructed by the Hon. Chief Commissioner of Lands and Works, on behalf of the Provincial Government, to sell

By Auction, at Vancouver,
Townsite of Hastings!

Lots 21 and 22, and the fractional parts of Lots 10, 11, 12, 13, 14. These Lots will be sold subject to the valuation of the improvements thereon.

89 Suburban Blocks of Land,

Ranging from 2½ to 4 acres each, surrounding Hastings Park. These Blocks are situate on the East, West and South sides of this fine park, which contains 160 acres. This property is on a nice elevation above Burrard Inlet, and overlooks this magnificent Harbor, and may be considered the finest Residential Property of the city of Vancouver. A fine Road is being constructed by the Vancouver City Corporation to the Park.

—ALSO—

60 BLOCKS of LAND

In the same Township, extending Southward from the above lands, and ranging from 10 to 25 acres each, taking in the full width of the Townsite.

—ALSO—

New Westminster District.

Eighteen ¼ sections in lots 335, 334, 333, 332, 119, 150, as per map of the district.
These lots are well adapted for agricultural, dairy or orchard purposes, and on account of their close proximity to the markets of Vancouver and New Westminster, are desirable properties for families seeking homes or for investments. Maps of the various properties will be issued. Terms at sale, one-third cash, one-third 6 months, balance 12 months, with interest at rate of 6 per cent. per annum.

GEO. BYRNES,
july14 Auctioneer.

J. P. DAVIES & CO.
AUCTIONEERS.
AN AUCTION SALE
—AT THE—
NAVAL YARD, ESQUIMALT,
WILL BE HELD ON
Wednesday, Aug. 21, 1889,
AT ELEVEN O'CLOCK, A. M.,
Particulars hereafter.
JOSHUA DAVIES,
jly26 Auctioneer.

J. P. DAVIES & CO.
AUCTIONEERS.

Nelson City

We have received instructions to sell, by Public Auction,

MONDAY, AUG. 26th,
AT 12 M.,
At Salesroom, Wharf street,
A NUMBER OF
TOWN LOTS
Located at NELSON CITY, on the West Arm of
KOOTENAY LAKE

The site is a plateau gently sloping to the lake, with good deep water along the shore line for wharves and landings. Its position gives it the

Key to Kootenay District,

the richest known Mining region on the Pacific Slope, and its location and natural advantages is pronounced by those best qualified to judge, as being the best distributing point and

NATURAL TERMINUS
for branch lines connecting with the
CANADIAN PACIFIC
AND
American Transcontinental
RAILWAYS.

This, in conjunction with the magnificent water stretches of the Kootenay and Columbia Rivers, Lakes and Tributaries, must certainly make

NELSON CITY
The Interior Metropolis of British Columbia.

For full particulars see MAPS, showing its location and subdivisions, which are now ready for distribution at the office of the Auctioneers.

TITLE GUARANTEED.
Deeds at buyer's expense.

JOSHUA DAVIES,
aug7 Auctioneer.

MACHINERY FOR SALE

1 Twin Cylinder Hoisting Engine (new) 700. 1 Gang Edger, 4 moveable and one Stationary Saw, $750. 1 New Turning Lathe, 20 in. swing with counter shaft. 1 Second Hand Moulding Machine, large size. 1 Pump boring Machine, complete with augers and rimmers, rubber belting, steam hose, piston packing, etc. 1 New Post Bracket Band Saw (G. & McC. make), $125.
Address:
F. G. STRICKLAND & CO.,
NEW WESTMINSTER, B. C.,
Dealers in High Class Machinery of every description.
jy3-6m

MISCELLANEOUS.

OVERCOATS. SUITS. PANTS, BOYS' CLOTHING.
HATS. UNDERWEAR. SCARFS. SHIRTS.
W. & J. WILSON
New Stock for this Season.
PLEASE GIVE US A CALL.
We Buy for Cash and Sell Cheap
Best Value. Opp. Post Office.
oc15-1y

SCOTCH HOUSE
31 Fort Street.
McLEAN & STEWART
HAVE received their second shipment of Spring Clothing, including:
Men's, Youth's & Boy's Clothing.

6 cases White and Colored Shirts—2 cases Collars and Cuffs. We call special attention to the latest style Collar, The "TOP-ROYAL;" also Cricketing Pants, Tennis Coats and Vests—Boating and Tennis Shirts—Summer Underwear, Scarfs, Socks, etc. All of which we offer

AT PRICES WHICH DEFY COMPETITION.
mar16-6m

MISCELLANEOUS.

G. W. LEMM, Artistic Decorator.
Old Safes re-decorated, Panels, Mirrors, and Ladies' Plush work painted to order. Old Pictures cleaned and restored at moderate prices. 162 Fort street. e8-1m

Cowichan Lake Hotel
IS NOW OPEN!
GOOD ACCOMMODATION
For Families and Sportsmen.
—SPLENDID—
Fishing and Shooting
With Lovely Scenery.
The hotel wagon meets the train three times a week. For further information, apply to HENRY SHORT, Gunmaker, Victoria.
jl19-tf

China and Japan Fancy Goods.
We have just received a large consignment of all kinds of
CELEBRATED TEA,
Embroidered Silk Goods, Shawls, Screens, Etc.
—ALSO—
PORCELAIN, SATSUMA, CLOISANNE, BRONZE, IVORY, SANDALWOOD,
And Curios of every description, imported by every Steamer direct from China and Japan.
Hoping that you will honor us with your visit, we remain very respectfully yours,
HANG WO HING KEE,
Victoria, B. C. Cormorant street.
nov23-1yr

KING, DYER & CO.,
FISHMONGERS
AND POULTERERS.
FLOWERS IN POTS.
Fruit, Vegetables, Etc.
ICE FOR SALE.
54 FORT STREET.
je9-tf

The Esmond Hotel
FRONT AND MORRISON, PORTLAND.
FIRST-CLASS IN EVERY APPOINTMENT. Centrally located; coaches to and from every steamer; the comfort of guests closely cared for; prices to suit; a fine restaurant in the building.
my13-tf THOS. GUINEAN, Prop.

—AT THE—
Manchester House
10 DAYS' SALE OF SUMMER
Jackets and Dolmans
BIG REDUCTIONS
A few Embroideries left,
Will be closed out at 25% off Regular Price.
ALL SUMMER MILLINERY
Will be Sold at Cost.
JUST ARRIVED
Ladies' Sailor Hats, 25c. & 40c. each.
88 YATES STREET.
T. Haughton & Co.
mar23-6mo

FONTHILL
NURSERIES
Over 450 Acres.
Located in WELLAND COUNTY, Ontario.
WYMAN CLARK,
Business Manager for British Columbia.
—OFFICE—
CLARENCE HOTEL, VICTORIA, B. C.
je1-3m

FOR MEN ONLY!
A POSITIVE CURE FOR GENERAL AND NERVOUS DEBILITY; WEAKNESS of BODY and MIND; and ALL TROUBLES Arising from Early Indiscretions. Robust HEALTH fully Restored. Absolutely Unfailing HOME TREATMENT—Benefits in a day. Men testify from 47 States, Territories, and Foreign Countries. You can write them. Book, full explanation, and proofs mailed (sealed) free. Address ERIE MEDICAL CO., BUFFALO, N. Y.
my14-eod&w-1yr

PETER HANSEN,
CITY SCAVENGER, YARDS AND cesspools cleaned by contract or monthly. Prompt attention given to all orders and prices reasonable. Orders left at Dixi Ross & Co.'s, Robert Porter's Island Market, Johnson and Douglas streets, residence, Discovery street, between Government and Douglas.
ap12-12m

MISCELLANEOUS.

NOTICE.
Great Reduction in Tailoring!
H. A. POTTS AND CO.
HAVE determined to offer the whole of their stock of Spring and Summer Suitings and Pants at a great sacrifice, in order to make room for Autumn and Winter goods, and are determined to give the workmen of Victoria a treat. They will sell $25 suits for $20; $28 suits for $22; $30 suits for $24; and all others in proportion. Pants from $5. Try our $7 pants—a specialty. Now is the time for cheap clothing. Why give $40 for a suit when you can get as good at H. A. POTTS & Co.'s for $30. A good fit and first-class workmanship guaranteed.
THE CHEAPEST HOUSE IN VICTORIA.
Please Note the Address---H. A. POTTS & CO., 101 Johnson St.
aug1-1m

SOAP FOR THE MILLION!
The B. C. SOAP WORKS are now ready for the Spring trade, with a large stock of their
UNRIVALLED LAUNDRY AND TOILET SOAPS,
For quality, quantity, and low rates, cannot be equalled in this Province. Send in your orders.
25 Humboldt street, Victoria, B. C. W. J. PENDRAY.
mar26

LATE OF ARRIVING!
Ladies, Misses and Childrens Tan Colored Buttoned Boots and Misses Oxfords will be sold at cost for the remainder of this month, at
ERSKINE'S Boot & Shoe EMPORIUM
132 Government Street, Cor. Johnson.
mar23-d&w-1yr.

THE-:-WHITE-:-HOUSE
Just Received!
FLOWERED CREPE DE CHENE SILKS.
FLOWERED BENGALINE SILKS.
BROCHE PONGEE SILKS.
PONGEE SILKS.
IN THE LATEST ART SHADES.
"Must be seen to be appreciated."
HENRY YOUNG AND CO.
August 3.

BRITISH COLUMBIA MARKET.
VAN VOLKENBURGH & BRO
WHOLESALE & RETAIL BUTCHERS & PACKERS,
Corner Government and Yates Streets, VICTORIA, B. C.
no23 1y

McLENNAN & McFEELY,
Have on hand and invite inspection of their complete stock of
Stoves, Tinware & General House Furnishings,
Marble and Wood Mantels, Brass Fire Sets, and Tiles, Tin and Felt Roofing, Iron Cornices, and Hot Air Furnaces.
70 YATES STREET. Telephone 454.
my4-12mos

THE POODLE DOG
The only FIRST-CLASS HOTEL AND RESTAURANT IN VICTORIA, B. C.
mar27

RAILWAYS.

Esquimalt & Nanaimo R'y

TIME TABLE No. 10,

To take effect at 8.20 a.m. on Saturday, March 30, 1889. Trains run on Pacific Standard Time.

GOING SOUTH. READ UP.			STATIONS.	GOING NORTH. READ DOWN.		
No. 5. Passenger Saturdays only.	No. 3 Passenger Saturdays & Sundays.	No. 1 Passenger Daily.		No. 6 Passenger Saturdays only.	No. 4 Passenger Saturdays & Sundays.	No. 2 Passenger Daily.
	Ar 7.00	Ar 1.04 P.M	VICTORIA		De 3.32 P.M	De 8.20 A.M
	6.56	1.00	RUSSELL'S, Vic. W		3.36	8.24
	6.46	12.50 P.M	ESQUIMALT		3.46	8.34
	6.21	12.23	GOLDSTREAM		4.11	9.01
	5.26	11.28	SHAWNIGAN LK		5.06	9.56
	5.16	11.16	COBBLE HILL		5.16	10.08
	5.01	10.59	McPHERSON'S		5.31	10.25
	4.51	10.47	KOKSILAH		5.41	10.37
	4.46	10.42	DUNCAN'S		5.46	10.42
	4.36	10.32	SOMENOS		5.56	10.52
	4.14	10.06	CHEMAINUS		6.18	11.18
P.M. Ar 8.00	3.16	De 9.04 Ar 8.55	NANAIMO	P.M. De 10.30	7.16	Ar 12.20 P.M De 12.29
De 7.45	De 3.01 P.M	De 8.40 A.M	WELLINGTON	Ar 10.45	Ar 7.31	Ar 12.44

On Saturdays and Sundays

Return Tickets will be issued between all points for a single fare, good for return Monday.

Return Tickets for one and a half ordinary fare may be purchased daily to all points, good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria & Comox.

R. DUNSMUIR, President. JOSEPH HUNTER, Gen'l Supt.
H. K. PRIOR, Gen. Freight and Passenger Agt.
my29

CANADIAN
PACIFIC
RAILWAY
THE TRUE
TRANSCONTINENTAL ROUTE
—BETWEEN THE—
PACIFIC AND THE ATLANTIC
Its Dining Cars and Hotels
Provide the best quality of food in unlimited quantity at reasonable rates. The
Variety and Grandeur of Scenery
along its line is unequalled, and in the details of track, train service, etc., nothing is omitted that can add to the Safety and Comfort of its patrons.
All in all, it gives the best and most serviceable line of travel, whether for business or pleasure, between *Portland, Tacoma, Seattle, Victoria, and all Pacific Coast Points*, and *Winnipeg, Minneapolis, St. Paul, Chicago, St. Louis, Ottawa, Toronto, Montreal, Boston, New York and all Eastern Cities.*
THROUGH TICKETS
Are issued to all principal points in United States, Canada & Europe, at Lowest Rates. For detailed information apply to
ROBT. IRVING, Freight and Pass. Agent,
D. E. BROWN, Gov't St., Victoria, B.C.
Asst. Gen'l Fr't & Pass. Ag't, Vancouver.
fe23

THE GREAT
Transcontinental Route
NORTHERN PACIFIC
RAILROAD
The Dining Car line. The Direct Route. No Delays. Fastest Trains. Lowest Rates to Chicago and all points East. Tickets sold to all Prominent Points throughout the East and Southeast.
Through Pullman Drawing Room Sleeping Cars Reservations can be secured in advance.
To East Bound Passengers:
Be careful and do not make a mistake, but be sure to take the
Northern Pacific Railroad
And see that your ticket reads via THIS LINE, St. Paul or Minneapolis to avoid changes and serious delays occasioned by other routes.
Through Emigrant Sleeping Cars run on regular express trains full length of the line. Berths free. Lowest rates. Quickest time.
E. E. BLACKWOOD, Freight and Pass. Agent,
82 Gov't St., cor. Bastion, Victoria.
A. D. CHARLTON, Ass't Gen. Pass. Agt.,
121 First st., cor. Washington, Portland, Or.
july21

NOTICE.

ALL PERSONS ARE WARNED THAT Samuel Greer has no right or title to any portion of

LOT 526, GROUP 1,

New Westminster District, and any sales purporting to be made by him of any portion of the said lot, will be void.

For DONALD A. SMITH,
R. B. ANGUS,
J. M. BROWNING, Commissioner.
Vancouver, July 25, 1889. jl28-1m

Victoria Employment Bureau.
No. 23—TIM KEE—Store St.
Can supply all kinds of Chinese help—cooks, housekeepers, etc., at wages to suit.
"CONTRACTOR."
Labor guaranteed. Telephone No. 580
No charges made against Employers of labor.
ap26-12mo

Notice of Removal
JOHN J. AUSTIN,
Real Estate Agent, Notary, &c.
HAS REMOVED
To No. 57 Government street, two doors north of Morison's Drug Store. my7

MR. JOHN CAMP,
Late of the ROYAL OAK, Lake District, has REMOVED to the
Prairie Tavern, South Saanich,
where he will be glad to see his old friends and as many new ones as will give him a call. Refreshments served at the shortest notice. The bar furnished with best wines and liquors. jo13-1m

S. HYAMS, OPTICIAN, 27 FORT ST. near Government street. Received, a consignment of Spectacles and Eye Glasses to sell at 25c. and 50c. pair. Every Glass guaranteed to suit the sight. ☞ Beware of Pedlers and irresponsible persons representing themselves as my Agents, they will impose on you and ruin your sight. sep27-1yr

NOTICES.

NOTICE.

THE UNDERSIGNED WILL SELL HIS valuable Stock and Dairy Farm, 229 acres.

JAMES HABART.
Chemainus, May 12th, 1889. my12-3m

Dissolution of Co-Partnership.

NOTICE IS HEREBY GIVEN, THAT the firm of WILLIAMS & SMITH, Architects, of the City of Portland, Oregon, is this day dissolved by mutual consent, A. L. Smith retiring therefrom.

All work will be finished and the business continued at the old office by D. L. Williams and F. Williams, under the firm name of WILLIAMS & WILLIAMS, and they will collect all accounts and pay all liabilities of the old firm.

D. L. WILLIAMS.
F. WILLIAMS.
A. L. SMITH.
Portland, June 25th, 1889. je30

Estate of HARRIETT MORTON

IN LIQUIDATION.

Assignment for Benefit of Creditors.

To the Creditors of Harriett Morton, formerly carrying on business at Kamloops.

The trustee of the estate of the said Harriett Morton hereby gives notice to all persons having claims against her, that they are required to send full particulars thereof to the undersigned on or before the first day of August, 1889, after which day the trustee will proceed to pay those claims of which he then has notice, ratably, or in full if the assets shall thereto extend; and he further gives notice that he will not be liable for the proceeds of the estate or any part thereof to any creditor of whose claim he had no notice on the said first day of August, 1889.

Dated at Victoria, the 17th day of June, 1889.

CHARLES WILSON,
je18-6w Solicitor for the Trustee.

NOTICE IS HEREBY GIVEN THAT, 60 days after date, I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land situated at Kit-Kahta Bay near Wright Sound, Coast District, and described as follows: Commencing at a stake marked A, on the left bank of a small river and running east 20 chains, thence south 80 chains, thence west 20 chains, thence along the shore line and following the bank of the river back to point of commencement.

May 10, 1889. WILLIAM OLLIVER.
je14

NOTICE.—I hereby give notice that two months after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase 160 acres of land situated at Rivers Inlet and described as follows: Commencing at about three miles below the Whannock Cannery, at the mouth of Tsee-is-kag Bay, at stake marked A; thence running west 20 chains, thence south 80 chains, thence east 20 chains, thence along the shore to the point of commencing. Notice posted and land staked May 28th, 1889.

DAVID SPENCER,
july13 per A. E. G.

NOTICE is hereby given that sixty days after date I intend applying to the Hon. Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty acres, more or less, situated in Coast District and described as follows: Commencing at a post A, thence north 20 chains, thence west 80 chains, thence south 20 chains, thence 80 chains to point of commencement, along the shore line of Devastation Channel.

Signed, GEO. ROBINSON.
Kit-a-maat, July 1st, 1889. july13

NOTICE is hereby given that sixty days after date I intend applying to the Hon. Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty acres, more or less, situated in Coast District and described as follows: Commencing at a post marked A, thence north 20 chains, thence east 80 chains, thence south 20 chains, thence 80 chains along the shore to point of commencement, near the entrance to Gardner's Channel.

Signed, GEO. ROBINSON.
Kit-a-maat, July 1st, 1889. july13

British Columbia Milling & Mining Co.

[LIMITED.]

Location of principal place of business, Victoria.
Location of Works,............... Cariboo.

NOTICE IS HEREBY GIVEN, THAT Call No. 20, of one cent. per share, upon the members of the British Columbia Milling and Mining Company (Limited), made on the eighteenth day of December, A. D. 1888, is now due and unpaid in respect of the shares hereinafter specified, and that there is now due and unpaid upon the following described shares, on account of the said assessment, the several amounts set opposite the names of the respective holders of such shares, namely:—

	No. of Certificate.	No. of Shares.	Am't.
Annie Covington	126	10	$ .10
George A. Dearden	1131	500	5.00
Thomas Elwyn	1109	200	2.00
Sarah A. Maclure	1021	25	.25
Martha Rhodes	124	10	.10
Emily Rhodes	125	10	.10
J. Judson Young	A939	100	1.00

The above mentioned shares, or so many thereof as will cover the amount due, with interest at the rate of one per cent. per month from the eleventh day of February, A. D. 1889, and expenses, will be sold by public auction at the office of the said Company, in the City of Victoria, British Columbia, on Saturday, the 10th day of August, 1889, at the hour of twelve o'clock at noon.

By order of the Board,
Dated at Victoria, the 29th day of July, 1889. GEO. A. SARGISON,
jly30 Secretary.

QUAMICHAN HOTEL,
DUNCAN'S STATION.
Within five minutes' walk of the Cowichan River and in the centre of one of the best Sporting districts on Vancouver Island.
The trains of the Esquimalt and Nanaimo Railway stop at the Hotel.
To Sportsmen looking for good hunting and fishing grounds this Hotel offers unrivalled attractions.
Passengers going to Cowichan Lake take the Stage at this station.
PRICE & JAYNES,
je27-6mo Proprietors.

WANTED TO EXCHANGE
Choice California Real Estate, for a good business, or Real Estate in British Columbia.
Apply T. G. RAYNER,
REAL ESTATE AND INSURANCE BROKER,
59 Wharf Street,
Or P. O. Box 56. mar10-6mo

LIFE RENEWER!
The Only RUPTURE REMEDY that will cure is Electricity. Dr. PIERCE'S Electric Truss is the only genuine Electric Truss in the world. Sealed Pamphlets Free. M. E. T. Co., 704 Sacramento St., San Francisco, Cal.

$6 and Up. Patented Oct. 11, 1887.
DR. PIERCE'S New BODY-BATTERY with Electric Suspensory for Men, is far superior to all others, and gives a current which can be INSTANTLY FELT BY THE WEARER. This Belt will POSITIVELY CURE without medicine—Nervous Debility, Rheumatism, Dyspepsia, Diseases of the Spine, Liver and Kidneys, Female Weakness, Impotency, Lack of Power, etc. For full particulars call or send stamp for Sealed Pamphlet No. 2. Address:
"GALENA PILES APPLIER" An Instrument for Home treatment CURES ALL Diseases of the Rectum. New INVENTION! Send 2c for PAMPHLET No. 4. Address M. E. T. Co., 704 Sacramento St., SAN FRANCISCO, CALIFORNIA.
mar15-eod-dw-1yr

TRANSLATIONS.
ALL DOCUMENTS, PAPERS AND letters written in French, German Italian, Spanish, Portuguese, Roumanian, Swedish, Danish, Dutch, Flemish, Russian, Polish, Bohemian, Servian, Bulgarian, Sclavonian, Latin, Ancient and Modern Greek, can be translated in this city. Address—P. O. Box 771. mar7

J. & A. BOSKOWITZ,
WHARF STREET,
Highest Cash Prices Paid for Furs and Deer Skins.

BANK OF BRITISH COLUMBIA.

Half-Yearly Meeting of the Shareholders—A Good Showing—Condition of the Bank's Business in this Province Explained by Sir Chas. Tupper, Bart.

(Canadian (London) Gazette.)

The ordinary half-yearly meeting of the shareholders of this bank was held on Wednesday, July 24th, at the Cannon Street Hotel, London, Mr. James Anderson in the chair.

The General Manager (Mr. H. Hughes) having read the notice convening the meeting,

The Chairman said: Gentlemen, I have first to express regret that we are deprived to-day of the presence, both of Mr. Gillespie, our chairman, and of Mr. Eden Colvile, our deputy chairman. And this regret is enhanced by the fact that ill-health is the cause of absence in both cases. Mr. Gillespie, under the advice of his physician, has repaired to one of the German health resorts, and Mr. Eden Colvile has also felt compelled—I think, wisely—for similar reasons to remain away, although I may say he very much wished to be present on this occasion to supply the loss of Mr. Gillespie. It is under these circumstances, therefore, that I appear to-day in the chair. I am glad to say, however, that there is very little for me to say, and that only of a most pleasant character. (Hear, hear.) I may say at once that the business of the bank, up to the 30th June last, has been very successful. I am sure you will all appreciate the fact, among others—as we do—that during the whole period we have enjoyed a total exemption from anything in the nature of a bad debt, which fact, I need scarcely point out, speaks well for the prudence and ability of our staff. (Hear, hear.) As has been often stated at former half-yearly meetings, we have neither accounts nor report to present at the present time because the directors are anxious that the shareholders should have their half-year's dividend at as early a date as possible. But acting on the cable advices which we have had from the other side, the directors feel fully justified in declaring an interim dividend of six per cent. per annum, and a bonus of one per cent.—the same as was declared at the corresponding meeting to this last year. That dividend and the bonus are declared after placing £5,000 to the reserve fund, bringing that up to £115,000, and leaving a balance quite equal to, if not in excess of, the balance brought forward from the last half-year. (Hear, hear.) I dare say you will like to know something as to the prospects of the current half-year. Perhaps some of you know that the larger volume of business which we transact is during the later months of the year. At that time money is more valuable, and, of course, our profits are greater. We have no reason to expect that the profits of the year will come short of those of last year. And I think if we realise even the same amount we may be very well satisfied. With regard to the prospects of the Bank generally, I may say that affairs continue steadily to progress. The directors have always in view the necessity and wise policy of attending to the requirements of the community amongst whom its business lies, and will lose no favorable opportunity of extending the sphere of its operations. I am glad that we have with us to-day our valued colleague, Sir Charles Tupper, High Commissioner for Canada. Sir Charles has lately visited the scene of our operations in British Columbia, and has kindly undertaken to say a few words upon the condition of our business there, and upon the prospects of development in British Columbia generally. (Hear, hear.) I now beg to move the following resolution:—"That a dividend be paid on the paid-up capital of the bank at the rate of six per cent. per annum, and a bonus of one per cent., free of income-tax, for the half-year ending the 30th of June last, payable on and after the 20th inst."

Sir Charles Tupper: Mr. Chairman and gentlemen, I have great pleasure in seconding the resolution which has just been put before you by the chairman. I am quite sure that after what he has said you will all feel that it is needless for me to take up your time by making any general remarks in reference to the very favorable position in which, as you have learnt from the chairman's speech, the Bank of British Columbia now is. But as I have recently had the pleasure and advantage of visiting the Pacific Province, I dare say it will be interesting to you for me to say a few words in regard to the progress that is being made in that section of the country. I had the opportunity, during the last three months, of passing through Canada from Halifax on the Atlantic, to Victoria and Esquimault on the Pacific; and I am glad to be able to say that I found the condition of Canada, as a whole, extremely prosperous and gratifying. I had visited Victoria and Vancouver some five years ago, just previous to the completion of the Canadian Pacific Railway. At that time I went to Portland by the Northern Pacific Railway, and afterwards went on to Victoria, returning over the then barely completed Canadian Pacific Railway to Ottawa. I may say that on that occasion I was compelled to ride some thirty-five miles on horseback in the Selkirk Range, as there was a gap in the line to that extent at that point. This last was my third visit to British Columbia. I think I may say that from the time I first set foot in the Province, in 1881, there has been a continuous and steady improvement. My first visit to this very important and interesting section of the country was as minister of railways and canals for Canada. I was then engaged in supervising the construction of one of the most important sections of the Canadian Pacific Railway—that from Kamloops to Port Moody—as a government work, before it was taken over by the company. The progress that has been made since that time may perhaps be realized in some degree when I tell you that where five years ago I found only a saw mill and three or four huts, stands to-day the thriving and enterprising city of Vancouver, boasting no less than 10,000 inhabitants. That will give some idea of the enormous development in that part of the Dominion which has resulted from the railway communication which has been established by the Canadian Pacific Railway. In my visit to Victoria also—although as you perhaps know, the terminus of the railway is at Vancouver—I was gratified to find the same substantial marks of steady and continuous improvement. I found that during the five years I had been absent from the city many handsome and important buildings had been erected in various parts and, in short, that on all sides there was evidence of progress and prosperity. I may say here that not only in British Columbia but throughout the rest of Canada did I find these same gratifying signs of progress and development. Whilst in British Columbia I had the pleasure of making the acquaintance of the inspector of the bank, and he told me that in the United States—at San Francisco and at Portland—as well as at Vicroria and Vancouver, everything connected with the bank was in the most satisfactory condition possible; and moreover he gave me the detailed figures and accounts upon which he based this opinion. (Hear, hear.) In a word, all the information which I obtained in the course of my visit to that part of the country warrants me in stating it as my conviction that not only will such successes as those you have achieved in the past be realized again in the future, but they will be even exceeded, and you may expect a tendency to continuous advance in the prosperity of this institution, in which you are so deeply interested. I beg to second the resolution proposed by the chairman, and to commend it to you for adoption. (Cheers.)

The resolution was unanimously agreed to.

Mr. Castellan—May I ask, sir, whether there is at present a line of steamers in operation between British Columbia and Japan?

The Chairman—Yes; it has been in operation for, I think, two years.

Sir Charles Tupper—May I be permitted, sir, to say that a line has been in operation between Vancouver and Yokohama, Shanghai, and Hong Kong for the last three years. Further, Her Majesty's Government has just signed a contract with the Canadian Pacific Railway Company, giving a subsidy of £45,000 a year for ten years for an improved steamship service on that route, and this subsidy the Canadian Government has supplemented by £15,000 a year, making a total subsidy to that company of £60,000 per annum for the next ten years. Arrangements are therefore being made, under these circumstances, to put on an improved class of steamers between British Columbia and the places named. (Hear, hear).

Mr. Castellan—Those subsidies, I believe, do not take effect until the steamers are in operation?

Sir Charles Tupper—That is so.

The proceedings then terminated with a vote of thanks to the chairman and directors.

When Baby was sick,
We gave her Castoria.
When she was a Child,
She cried for Castoria.
When she became Miss,
She clung to Castoria.
When she had Children,
She gave them Castoria.

MISCELLANEOUS.

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The Cheapest Residential Property yet offered.

Land in the above desirable locality for sale, cleared and ready for immediate occupation, in lots 60×120, or ¼ acre, to suit purchasers. Water mains 150 feet distant.

For maps and terms apply to
JNO. J. AUSTIN,
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With billiard tables, bar fittings, and kitchen utensils complete, and capable of accommodating 100 guests.

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My daughter, after a severe attack of Scarlet Fever, was completely broken down. I spent hundreds of dollars in doctors' bills with but little satisfaction. Before she had taken one bottle of Burdock Blood Bitters, there was a remarkable change, and now she is entirely cured. MRS. HOPPERON.
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It is always sure in effect, requires no attention after once fixed.

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The premises 81 Johnson street

Will be opened on the 31st day of March, 1889, by W. G. SUM, as a
FIRST-CLASS RESTAURANT.

The services of a really good cook have been secured, and meals will be served at all hours in a decent, cleanly and orderly manner and with every luxury the market will afford.

GOOD BEDS.

Dated at Victoria, the 22nd of March, 1889.
mr21-6m W. G. SUM.

HAMILTON POWDER CO.

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From and after 1st August, prices of all grades of Gunpowder will be
Adv nced 25 per cent.
Above current rates.

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Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion,
Without injurious medication.

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The following Properties, Town, Suburban and Country are good investments:

1 acre	Gorge Road, water front.
2 1-2 acres	Cadboro Bay Road.
3 acres and House	Saanich Road.
5 acres	Cedar Hill.
14 acres and House, etc.	Gordon Head.
17 acres	Cadboro Bay Road.
25 acres	Gorge and Burnside Roads.
40 acres and House, etc.	Gordon Head.
100 acres do.	East Saanich Road.
103 acres	South Saanich.
200 acres	Head of Saanich Peninsula.
200 acres	Shawnigan District.
300 acres	Prospect Lake.
373 acres	North Arm, Burrard Inlet.
400 acres	James's Island.
485 acres	Shawnigan District.
670 acres	Sooke---Timber.
900 acres	Lake District.
970 acres	Osoyoos District, with 15,000 acres Grazing.
1000 acres	Metchosin District.
1100 acres	Happy Valley.
4350 acres	Fraser River.

Building Lots in town, from $200 to $35,000.
2 Corners on Government Street.
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200 Acres at Somenos Railway Station,

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With stream through the property. Good fishing in vicinity. 70 acres under cultivation. 30 acres pasture and stumps. 100 acres in timber, not heavy; 5 room House, brick chimneys; 2 Barns, one with stable 70 x 30—one with hay carriers, fork, etc., 60 x 72. Dairy, Granary, Chicken house, woodshed, etc., etc. 20 Head of Stock, with Bull; 8 Horses and Colts, with Stallion; Harness; 1 heavy and 1 light Spring Wagon; 2 Buggies; 1 Dump Cart; 2 Ploughs; 3 Harrows; Horse Hay Rake; 2 Mowers; Self Rake Harvester; New Binder; and usual Farm Tools; Pitt's Mounted Power, and Separator; Poultry, and 6 or 7 sheep; Store and Dwelling near the Station.

Capital opening for Business and Summer Hotel, in a settled district—Crown Grant Titles.
This property is one of the finest farms on the Island.

MISCELLANEOUS.

PROCLAMATION

Electoral District of Victoria City, to wit:

PUBLIC NOTICE IS HEREBY GIVEN, to the Electors of the District of Victoria City, that in obedience to Her Majesty's Writ to me directed, and bearing date the fifth day of August, in the year of Our Lord one thousand eight hundred and eighty-nine, I require the presence of the said Electors at the Sheriff's Office, Court House, Bastion Square, on the 15th day of August, at 12 o'clock noon, for the purpose of Electing one person to represent them in the Legislature of this Province.

The mode of Nomination of Candidates shall be as follows:—

The Candidates shall be nominated in writing, the writing shall be subscribed by two registered voters of the District as proposer and seconder, and by three other registered voters of the said District as assenting to the nomination, and shall be delivered to the Returning Officer at any time between the date of the Proclamation and one p. m. of the day of Nomination, and in the event of a poll being necessary such poll will be open on the 21st day of August, at PHILHARMONIC HALL, Fort street, Victoria, at 8 o'clock in the morning, and close at 4 o'clock in the afternoon, of which every person is hereby required to take notice and govern himself accordingly.

GIVEN under my hand at Victoria, the 5th day of August, one thousand eight hundred and eighty-nine.

J. E. McMILLAN,
aug6 Returning Officer.

[L. S.] HUGH NELSON.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To the Returning Officer of the Electoral District of Victoria City:

WHEREAS a vacancy has happened in the Legislative Assembly by the acceptance of office of the Honorable Theodore Davie, a Member of the Electoral District of Victoria City, we command you that, notice of the time and place of election being duly given, you do cause election to be made according to law, of one Member to serve in the Legislative Assembly of the Province of British Columbia, for the Electoral District of Victoria City, and that you do cause the nomination of candidates at such election to be held on the day of , and do cause the name of such Member when so elected, whether he be present or absent, to be certified to Our Supreme Court, at the City of Victoria, on or before the first day of September instant, the election so made, distinctly and openly under Our Seal duly endorsed upon this Our Writ.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent under the Great Seal of Our said Province of British Columbia. Witness, the Honorable HUGH NELSON, at our Government House, at Victoria, the fifth day of August, in the year of Our Lord one teousand eight hundred and eighty-nine.

By Command.

JAMES C. PREVOST,
Registrar of the Supreme Court.
aug6-2w

NOTICE of REMOVAL

The Land Registry Office at the Government Build'gs, Victoria, has been removed to the Law Courts.

C. J. LEGGATT,
Registrar-General.
2nd August, 1889.
aug3-1m

J. SEHL,

Manufacturer of
FURNITURE
OF EVERY DESCRIPTION.
Also, Importer of
Carpets, Oilcloths, Linoleum, Crockery, Lamps,
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Eastern Oysters received by every Steamer.
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UNEQUALLED CUISINE.
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Established 1803.

SUBSCRIBED CAPITAL,	£1,200,000
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Total Invested Funds, over	£1,600,000

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Maps, showing the various districts on the Island and Mainland, the situation of desirable City Lots, Homesteads, Gardening and Farm Land can be consulted at their office. fe14

MUNICIPAL.

MUNICIPAL.

TENDERS WILL BE RECEIVED UP to Wednesday, the 14th instant, at the office of the undersigned, for grading Parkington street from Cook street to Vancouver street.

Specifications may be seen upon application at the City Surveyor's office.

The lowest or any tender not necessarily accepted.

By order,
WELLINGTON J. DOWLER,
C. M. C.
City Hall, August 7th, 1889. aug8

MUNICIPAL.

THE PUBLIC IS HEREBY NOTIFIED that from and after this date the

BRIDGE ACROSS ROCK BAY

will be closed for traffic, and also the road in front of Lady Douglas' residence, until further notice.

By order of the Municipal Council.

WELLINGTON J. DOWLER,
C. M. C.
City Hall, Aug. 7th, 1889. aug8

MUNICIPAL.

NOTICE IS HEREBY GIVEN, THAT property owners on the line of the

JOHNSON STREET SEWER,

at present under construction, wishing to make connection with the said sewer and their property, should make application at the City Hall without delay. The said connection to be made under the supervision of the Engineer appointed by the Council to superintend the same.

By order of the Municipal Council.

WELLINGTON J. DOWLER,
C. M. C.
City Hall,
6th August, 1889. aug7

MUNICIPAL ROAD TAX.

The Tax of $2.00 per annum due from citizens not assessed for Real Estate is now due.

aug3 W. K. BULL.

The British Columbia Land and Investment Agency, Limited, (Foreign.)

Registered the 10th day of July, 1889.
Certificate of Registration.

THIS is to certify that I have this day registered "The British Columbia Land and Investment Agency, Limited, (Foreign)," under the "Companies Act," Part IV, Registration of Foreign Companies.

The object for which the said company is formed is:

1. To acquire the business now carried on at Victoria, in British Columbia, under the firm or style of "Allsop and Mason," and to acquire and undertake the whole or any of the assets of such business, and with the written consent of Mr. Thomas Dixon Galpin, named in the agreement intended to be filed herewith, such liabilities, if any, as may be incident to such assets, and with a view thereto to ratify and adopt the agreement referred to in Clause 3 of the Company's Articles of Association.

2. To carry on business in British Columbia and elsewhere as estate agents, land agents, financial agents, insurance agents, investment agents and every other kind of agency business, and also as conveyancers, notaries, valuers and capitalists, and to undertake trusts of all kinds, either with or without remuneration, and to buy, sell, manage, improve, and deal in property of all kinds, and to carry on any other business which may seem to the company capable of being conveniently carried on in connection with the above, or calculated directly or indirectly to enhance the value of or render profitable any of the company's property or rights.

3. To acquire and undertake all or any part of the business, property and liabilities of any person or company carrying on any business which this company is authorized to carry on, or possessed of property suitable for the purposes of the company.

4. To enter into any arrangement with any governments or authorities, supreme, municipal, local or otherwise, and to obtain from any such government or authority all rights, concessions and privileges that may seem conducive to the company's objects or any of them.

5. To enter into partnership or into any arrangement for sharing profits, union of interest, reciprocal concession, or co-operation with any person or company carrying on, or about to carry on, any business which this company is authorized to carry on, or any business or transaction capable of being conducted so as directly or indirectly to benefit this company, and to take or otherwise acquire and hold shares or stock in, or securities of, and to subsidize or otherwise assist any such company, and to sell, hold, re-issue, with or without guarantee, or otherwise deal with such shares or securities.

6. Generally to purchase, take or lease, or in exchange, hire, or otherwise acquire, any real or personal property, and any rights or privileges which the company may think necessary or convenient with reference to any of these objects, and capable of being profitably dealt with in connection with any of the Company's property or rights for the time being.

7. To pay for any purchases in whole or in part, in cash, or by ordinary shares, preference or guaranteed, or deferred shares in the company, in either case fully paid up or partly paid up, or by debentures or mortgage debentures of the company.

8. To sell the undertaking of the company or any part thereof, for such consideration as the company may think fit, and in particular for shares, debentures or securities of any other company having objects altogether or in part similar to those of this company.

9. To promote any other company for the purpose of acquiring all or any of the property, rights and liabilities of the comdany, or for any other purpose which may seem directly or indirectly calculated to benefit this company.

10. To invest and deal with the monies of the company, not immediately required, upon such securities and in such manner as may from time to time be determined.

11. To lend or advance money to such persons and on such terms as may seem expedient, and in particular to customers of and persons having dealings with the company, and to guarantee the performance of contracts by members of or persons having dealings with the company.

12. To do all or any of the above things, either as principals, agents, contractors, or otherwise, and either alone or in conjunction with others, and either by or through agents, sub-contractors, trustees or otherwise.

13. To remunerate any person or persons for services rendered, or to be rendered in placing any shares or securities of the company, or in relation to the establishment of the company.

14 To sell, improve, manage, develop, lease, mortgage, dispose of, turn to account or otherwise deal with all or any of the property and rights of the company.

15. To do all such other things as are incidental or conducive to the attainment of the above objects, and so that the word "company" in this clause shall be deemed to include any partnership or other body of persons, whether incorporated or not incorporated, and whether domiciled in the United Kingdom or elsewhere.

The amount of the capital stock of the said company is £10,000, divided into 1,000 shares of £10 each.

The place of business of the said company is located at the City of Victoria, in the Province of British Columbia.

In testimony whereof I have hereto set my hand and affixed my seal of office this 10th day of July, 1889, at the City of Victoria, Province of British Columbia.

[L.S.] C. J. LEGGATT,
Registrar of Joint Stock Companies
july19-1m

"SECURUS JUDICAT
ORBIS TERRARUM."

Apollinaris

"THE QUEEN OF TABLE WATERS."

The filling at the Apollinaris Spring (in Rhenish Prussia) amounted to

11,894,000 *bottles in 1887, and*
12,720,000 *bottles in 1888.*

Of all Grocers, Druggists, and Mineral Water Dealers.

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PACIFIC COAST S. S. CO.

DESPATCH A STEAMER EVERY five days for San Francisco, carrying Her Majesty's mails, from Outer Wharf, at 1 p. m.

"CITY OF PUEBLA," - AUGUST 13th.

WELCH, RITHET & CO.,
mar26 Agents.

OREGON RAILWAY AND NAVIGATION CO.

COLUMBIA RIVER ROUTE.

STEAMERS

Olympian & North Pacific

BETWEEN
TACOMA AND VICTORIA.

The following schedule for the O. R. & N. Co.'s Steamers will be in effect until further notice:—

TACOMA---VICTORIA ROUTE.

Daily except Sunday.	Daily except Sunday.
Lv Tacoma - 7:00 a.m	Lv Victoria - 6:00 a.m
Ar Seattle - 9:15 a.m	Ar Pt. Town'd 9:15 a.m
Lv Seattle - 9.45 a.m	Lv Pt. Town'd 10:00a.m
Ar Pt. Town'd 1:15 p.m	Ar Seattle - 1:30 p.m
Lv Pt. Town'd 2:00 p.m	Lv Seattle - 2:00 p.m
Ar Victoria 5:30 p.m	Ar Tacoma, - 5:15 p.m

Telephone No. 77.

C. J. SMITH,
General Manager.
A. L. MAXWELL, Gen'l Pass. & T'kt Agt.
Portland, Or.
GEO. A. COOPER,
Freight and Pass. Agent,
nov10 Gov't St., Victoria.

O. R. & N. CO.

Str. "MICHIGAN"

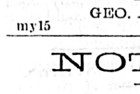
WILL SAIL FROM

Portland for Victoria,

DIRECT,
FRIDAY, AUGUST 16

GEO. A. COOPER,
my15 Agent.

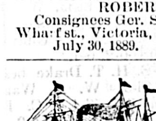
NOTICE.



GERMAN SHIP
J. H. HUSTEDE,
From Cardiff.

Neither CAPTAIN BENEKER nor the undersigned will be responsible for any debts contracted by the officers or crew of the above vessel.

ROBERT WARD & CO.,
Consignees Ger. Ship "J. H. Hustede."
Wharf st., Victoria, B. C.,
July 30, 1889. jly31-1lt



Steamer
ISABEL
JAS. BENDRODT,
Master

On and after July 16,

the Steamer ISABEL will sail as follows,

CALLING AT WAY PORTS:

Lv Victoria for Nanaimo, Tuesday, 7.00 a.m
" Nanaimo " Comox, Wed'sday, 6.00 "
" Comox " Nanaimo, Thursday, 7.00 "
" Nanaimo " Comox, Friday, 6.00 "
" Comox " Nanaimo, Saturday, 7.00 "
" Nanaimo " Victoria, Sunday, 7.00 "

For freight or passage apply on board. feb5

Canadian Pacific NAVIGATION COMPANY, (Limited)

Time Table No. 11 Takes Effect March 23, 1889.

Vancouver Route:
Victoria to Vancouver—Daily, except Monday, at 2 o'clock, a. m.
Vancouver to Victoria—Daily, except Monday, at 14:30 o'clock, or on arrival of C. P. R. No. 1 train.

New Westminster Route:
LEAVE VICTORIA for New Westminster, Ladner's, and Lulu Island—Sunday at 23 o'clock. Wednsday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C. P. R train No. 2, going east Monday.
For Plumper Pass—Wednesday and Friday, at 7 o'clock.
For Moresby Island—Friday at 7 o'clock.
LEAVE NEW WESTMINSTER for Victoria—Monday at 14:30 o'clock; Thursday and Saturday at 7 o'clock.
For Plumper Pass—Saturday at 7 o'clock

Fraser River Route:
Steamers leave New Westminster for Hope and Way Landings every Wednesday.
For CHILLIWHACK and Way Landings every Monday and Saturday at 7 o'clock, during river navigation.

Northern Route:
Steamship SARDONYX will leave for Port Simpson and intermediate ports on the FIRST and FIFTEENTH of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route:
Steamer MAUDE leaves Victoria for Alberni and Sound Ports when sufficient inducements offer.
The Company reserves the right of changing this Time Table without notification. Steamers leave by standard time.

JOHN IRVING, Manager.
G. A. CARLETON, General Agent,
March 21st jy25

CURTISS & HARVEY'S

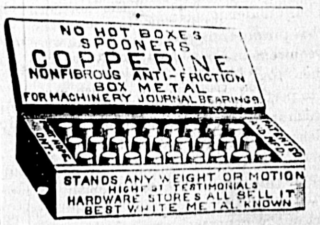
GUNPOWDER.

From and after 1st August prox., prices of all grades will be

Advanced 25 per cent.

Above current rates.

ROBERT WARD & CO.,
AGENTS FOR
MESSRS. CURTISS & HARVEY,
LONDON.
Wharf street, Victoria,
July 25th, 1889. jly26



E. G. PRIOR & CO.,
Sole Agents for British Columbia
Corner Government and Johnson streets,
sep30-1yr-sun-th-sat-dw VICTORIA, B. C.

THE PACIFIC INCUBATOR AND Brooder. Gets [illegible] over all competitors. Hatch eggs better than a hen. Galvanized Wire Netting. The Wilson Bone Mill, and Poultry appliances in great variety. Every variety of Land and Water Fowl. Pacific Coast Poulterer's Hand Book and Guide, price 40 cts. Send 2 cent stamp for 60-page Illustrated Circular to PACIFIC INCUBATOR Co. 1328 Castro St. Oakland, Cal
my1-3m-dw

The Colonist.

TUESDAY, AUGUST 13, 1889.

SHIPPING.

ENTERED.

Aug. 12—Str	Islander	Vancouver.
" "	City of Puebla	Pt. Townsend.
" "	Umatilla	San Francisco.
" "	R. P. Rithet	Westminster.
" "	Isabel	Nanaimo.

CLEARED.

Aug. 12—Str	Islander	Vancouver.
" "	City of Puebla	San Francisco.
" "	Umatilla	Pt. Townsend.
" "	R. P. Rithet	Westminster.

CONSIGNEES.

Per Str. OLYMPIAN, from Puget Sound—D H Ross & Co, H Saunders, T Earle, Jno Weiler, J K Gill, J Hibbert, J Harvey, Carne & Munsie, Oppenheimer Bros, S J Pitts, McGeiger & Co, Renwick & H, Vaio & Brooks, W M Allen, J B Matthews, Beckett & Co, J White, W W Evans, T M Sinclair (J P Matthews & Co).

JUDGE HARRISON

Appointed County Court Judge for the District of Nanaimo.

(From Our Own Correspondent.)

OTTAWA, Aug. 12.—Judge Harrison, at present county judge for Cariboo, B. C., has been appointed judge of the county court at Nanaimo.

A WONDERFUL SEAM.

No. 6, the New Shaft at Wellington, the Best Coal in the District.

No. 6, the new shaft which was sunk to the coal a couple of months ago at the Wellington mines, near East Wellington, is now being opened out. The seam, which is from 6½ to 7½ feet high, lies very flat, a good indication of the presence of a large body of coal, easily mined. In all directions from the shaft the coal is without fault. There were 189 yards of levels driven in two weeks last month. If the coal holds out for six months as at present, 1000 tons per day can easily be taken out from this shaft alone. At present 100 tons per day is being sent out. No 6 is, from the lay of the coal, certainly the model shaft of the district. Mr. Bryden is daily supervising the work, and is determined that nothing shall be left undone to make No. 6 a mine that will be safe in every respect for the men. No money is being spared in order to secure this end. The coal is of the finest quality produced in the district, being free from sulphur and rock of all description. No. 6 is a mile and three-quarters from No. 3, and a mile from No. 4, in the Millstream valley, the intervening space being level unbroken ground. Over one thousand tons per day is being taken out of the other shafts, and when No. 6 is fully opened out, the Wellington mines could readily send out 2,000 tons daily.

SPORTS AND PASTIMES.

LAWN TENNIS.

THE TOURNAMENT—FIRST DAY.

The tournament was commenced yesterday on the club grounds, Belcher street, and the matches resulted as follows:

GENTLEMEN'S OPEN SINGLES.

First Round—W. R. Wilson, W. D. Church, R. N. (absent), H. Combe, J. O. Benwell (absent). H. F. Clinton beat J. K. Worsfold, 6-2, 6-4.

Second Round—B. H. T. Drake beat H. Hayes, 3-6, 6-4, 6-3. W. A. Ward beat R. Musgrave, 6-3, 6-4. C. R. Longe beat C. F. Newcombe, 6-1, 6-0.

GENTLEMEN'S SINGLES—HANDICAP.

First Round—H. Combe beat W. Langley, 6-0, 6-4.

Second Round—H. Hayes beat J. Musgrave, 6-5, 4-6, 6-4. B. H. T. Drake beat Revd. A. Beanlands, 3-6, 6-4, 6-2. C. R. Longe beat W. A. Ward, 6-1, 6-0.

Play will commence at 11 a. m., to-day.

V. S. & N. W. RAILWAY.

The Corporation of Victoria to be Stock Jobbers.

TO THE EDITOR:—In my last I pointed out that **$1,019,938** was the aggregate of subsidies so modestly applied for by the patriotic promoters of the V. S. & N. W. Railway. I desire now to show the ratepayers the dangerous results which would follow the passage of the Share By-law. The city is asked to subscribe **$125,000** of the Company's shares, (be it remembered that the ratepayers have yet to learn how much the promoters have subscribed for themselves) and sure enough, if the By-law is approved, the promoters will not be slow in presenting the share certificates and demanding the amount represented thereon, viz: **$125,000**, without so much as the turning of a sod on the proposed road. On the whole, it would be difficult to conceive a more barefaced scheme than has been presented, and to which the resources of the city are asked to contribute.

MERCHANT.

VICTORIA, August 12, 1889.

Voters! Encourage Progress, but do not commit yourselves to a One-Sided Bargain. If the Scheme was Good, the By-Laws should be Defeated.

The Return of the Fleet.

Quite a large crowd of people were waiting at Esquimalt on Sunday afternoon when the fleet returned to port, and a good many tourists who were present had the pleasure, so seldom accorded them, of seeing the fleet under way. Entering the harbor, the boats presented a very imposing appearance, as they came inside in the following order: Swiftsure, Amphion, Icarus and Champion. The Swiftsure ran up and dropped anchor two hundred yards astern of the Pileomayo, which was lying abreast of the fleet landing wharf. The Icarus then steamed up and dropped anchor along the landing stage, the Amphion and Champion dropping in between her and the Chilian war vessel. At 8 o'clock yesterday morning, immediately on the flag being run up on shore, it was saluted by the whole of the ships. The Pileomayo then fired the usual salute to the British flag on the Admiral's ship, and running the Chilian ensign up to the peak, the Swiftsure responded.

Under the efficient guidance of Pilot Hicks, whose knowledge of the northern channels made him invaluable, the fleet worked through the most intricate passages in perfect safety, although at times the very deep draught that the flagship draws made accidents very probable. The whole of the northern coast was "done" by the fleet and several interesting points in Alaska were touched at. When excitement was rife in Victoria and eastern cities about the Behring Sea trouble, the British warships, much nearer the scene of the business, were cruising among the icebergs and passes, affording their officers and men the pleasure of viewing the wonderful Alaskan scenery, which was made the most of, and heartily enjoyed.

Ice Cream and Ice Cream Sodas

Every day at the CHICAGO CANDY FACTORY. Parties and Picnics supplied at short notice. 46 Government street. *ap9-6mo

Carpenter and Gardening Tools at CHEAPSIDE.

Go to CHEAPSIDE for Stoves and Tinware.

Public School Opening.

We believe our stock of school requisites is nearer complete than ever before.

T. N. HIBBEN & Co.

Three carloads of Crockery and Glassware latest styles, just received at J. Sehl's, 66 and 68 Government street. jly21

LOCAL AND PROVINCIAL.

Sensible People

Who make their purchase of goods a simple problem as to where they can get the most value for the least money, will never regret the time spent in looking over the new goods arriving daily at CAMERON'S Cash Store, 55 Johnson street.

You will vote against your own interests if you favor the Saanich Railway By-Laws.

Healy Convicted.

In the supreme court yesterday, Thos. Healy was arraigned under the Speedy Trials Act for attempting to break jail. Sir M. B. Begbie presided. Healy pleaded guilty and said his reason for attempting to escape was because he did not wish to stay in prison. The chief justice imposed a sentence of twelve months imprisonment.

For San Francisco.

The steamship City of Puebla sailed for San Francisco yesterday afternoon with the following passengers from Victoria on board: Mrs. E. McInnes, Miss E. M. Eagan, B. Robb, A. B. Finson, Rev. D. A. McRae, Mrs. Geo. Hueg, Miss Alice Church, Chas. Loewen, Mrs. L. Starr, Mrs. A. Buckman and two children.

Another Northern Excursion.

Should sufficient inducement offer, the C. P. N. Co. will place the steamer Princess Louise on the berth for another northern excursion, leaving on August 22d for Queen Charlotte Islands and Alaska, The trip will embrace Bute and Knight Inlets, Douglas and Gardiner Channels, Skidegate, Masset, Port Simpson and every point of interest on the northern route. Fare for the round trip only $90.

Do not Cripple the City's Credit by voting for a Visionary Scheme.

The Schools Reopen.

The whole of the city public schools re-opened yesterday, after the long vacation. The following is a list of the numbers attending for the first day. The figures are very creditable:

Central School	880
Spring Ridge School	75
Hillside School	80
Rock Bay School	62
James Bay School	80
Total	1177

The Vancouver School Board Deadlock.

The Vancouver board of school trustees came to an understanding on Saturday afternoon, and made the following temporary appointments in order to permit of the schools being opened on Monday: Mr. McGarrigle to open the East End school; Miss Hartney to take charge of the West End school, and Mr. Law to occupy the Centre school by himself for the 5th class.

Rich Ore Find.

A rich strike of solid copper glance ore has just been made on the south fork of the Similkameen River, fifty miles north-east of Hope on the Canadian Pacific Railroad, and about eighty-five miles from the Wannacuth mining district. The ore assays from 70 to 85 per cent. copper, and 10 to 80 oz. silver, with a trace of gold. The owners are E. E. Alexander, J. L. Spath, C. Beckmeyer, and E. P. Wheeler, all of Spokane Falls.

Drowning Accidents.

A despatch from Vancouver states that a boat containing four people capsized on Burrard Inlet, on Sunday, and that J. Teddy, of Victoria, who was one of the party, was unfortunately drowned. On Sunday evening a man named Daley was drowned in the Fraser, opposite Westminster, by the upsetting of a rowboat. Chas. Stewart was drowned in the North Arm of the Fraser on Saturday; his body was recovered and was buried at Westminster yesterday.

Dr. Talmage.

Dr. T. De Witt Talmage occupied the pulpit of Westminster church yesterday. The fact had been announced prior to the Sabbath and tickets issued to pew holders. This was an act of great prudence. Long before the service hour arrived Nicollet avenue from Sixth street to Eighth street, and Seventh street for half a block either way from the church, were crowded with a black cloud of people determined to hear the greatest living American pulpit orator. When the church had been packed to suffocation there were at least 2,000 people waiting for admission.—Minneapolis Tribune, July 30th.

There is no Guarantee on the part of the Promoters of the Saanich Railway that they will Build the Road---Talk is Cheap.

Fires at Beacon Hill.

On Sunday night Beacon Hill was the scene of another blaze, which for extent and fierceness capped any occurring at that place during the season. The members of the fire brigade are positive that Sunday's affair was not accidental, as the flames were started in three places, a good way apart from each other, almost simultaneously, and were undoubtedly intentional. The fire was extinguished after a great deal of difficulty. It is suggested that the city should offer a big reward for the capture of the incendiary or incendiaries, as fires like those at Beacon Hill, while being a serious menace to the city, are also far harder on the members of the brigade, and tire them out far more than house conflagrations within the town itself.

The New Premier.

Inland Sentinel: By reference to an item in another column it will be noticed that Hon. John Robson, in addition to the duties already devolving upon him as a member of the Provincial Cabinet, assumes the premiership. This increase of duty and responsibility does not, however, increase his emolument. Viewing the appointment from an independent standpoint, the Sentinel believes it to be a fitting one in every respect. In legislative ability we hold that Mr. Robson is head and shoulders above any other person in the province, while his experience in the work and knowledge of the requirements of the province fit him more than any other for the responsible position of premier

Why did the promoters place Clause 8 in the original bill? They wanted $150,000.

Provincial Government Land Sale.

A large sale of Government lands will be held at Vancouver on Thursday next, the 15th of August. The lands are situate in the townsite of Hastings, adjoining Vancouver. A large quantity has been surveyed off in blocks ranging from two to four acres, surrounding Hastings Park, which has been donated by the Government to Vancouver City. A continuation of Hastings street has recently been made to the west side of the Park, and a street is being opened up along the west side of the park to the water frontage, near Mr. J. Black's hotel. The Municipal Council have agreed to clear about fifteen to twenty acres of the park this year, and no doubt this will in a short time become the favorite residential part of Vancouver. It is also expected that the street cars will make connections to the park, through Hastings street, and make this the favorite locality. As there is no property so favorably situated that has been sold in acre lots, this property is sure to be in considerable demand. There is also a large quantity of fine suburban land south of the park that will be sold in blocks of ten to twenty-five acres; also a number of quarter-sections near the New Westminister and Vancouver Road. There is certain to be quite a speculation in all these lands, as the lands sold last year at Vancouver in most instances yielded a handsome profit to the purchasers.

Bound to Support It.

The Vancouver World says: There are those who are so uncharitable as to assert that because Mayor Grant holds a controlling interest in the Victoria Times that journal is bound to support the Utopian bubble, the Victoria, Saanich and New Westminster Railway, in its appeal for a bonus from the citizens of Victoria.

A New Inhabitant for the Park Zoo.

Mrs. A. J. McLellan, who arrived here by the Sardonyx yesterday afternoon, had some strange luggage with her. It consisted of a fine full grown seal, which was brought down by her for Alderman Goodacre's park collection, from the Naas River. By next Sunday visitors to the park will be able to see the animal disporting itself in a receptacle which will at once be built for its use.

More Coons for the Park Zoo.

The escape of the cunning raccoon last month from its home at the Park was a source of worry to worthy Alderman Goodacre and his colleagues of the Park Committee, but the weight is lifted now. Thanks to the courtesy of Messrs. T. S. Dobbin and C. A. Morris, the park is now in possession of two fine raccoons which, together with the seal, will be "on show" at the Park next Sunday. The keepers are willing to guarantee that the raccoons have come to stay.

The V. S. & N. W. Railway By-Laws

The vote of the ratepayers will be taken to-day on the Victoria, Saanich & Westminister Railway Bonus By-Laws. Polls will be open from 8 a. m., till 4 p. m., and the polling stations will be at Burnes Building, Bastion Square, for Yates street Ward; the Council Chambers for Johnson Street Ward; the Hook and Ladder House for James Bay Ward. Let every ratepayer make it his duty to visit the polls, and cast his vote AGAINST the by-laws.

Arrival of the Sewerage Contractor.

Mr. R. Pickering, of Pickering & Crompton, Whitehaven, Eng., who designed the sewerage system for Victoria, arrived on Sunday night's steamer in company with the contractor, who has submitted an offer for the entire work. Both gentlemen yesterday were making a tour of the city for the purpose of gaining any additional information. Mr. Pickering looks as hale and hearty as when he was here in 1886. Until the proposition of the contractor is submitted to the council they will decline to be interviewed on sewerage matters.

Funeral of Mrs. Henry Brown.

The funeral of the late Mrs. Henry Brown took place from the family residence, Fort street, on Sunday afternoon at 2 o'clock, and from St. John's church at 2:30. Many friends of the bereaved family were in attendance, and the Rev. Mr. Jenns conducted the solemn services for the dead, both at the church and at the grave. The casket was heaped with floral offerings of the most beautiful design, gifts of sympathizing friends of the deceased lady. The following gentlemen officiated as pall-bearers:—Mayor Grant, ex-Mayor Redfern, J. J. Austin, Sydney Wilson, Wm. M. Chudley, W. Wilson, Chas. Kent, and A. Wilson.

A Big Fish Cannery.

An eastern company has commenced the erection of large warehouses and a factory in Glennan, opposite Port Townsend, on Port Townsend Bay, for preserving halibut, salmon, herring and other fish. They have purchased 30 acres of land and five sloops and are negotiating for large vessels to prosecute the fishing industry. Facilities for making sardines and smoking fish will be the most extensive on the Pacific coast. Nearly $60,000 is being expended in the works, and the anticipated output will be 50,000 cases annually. The salmon will be from Fraser river, B. C., caught in American waters off Point Roberts. The halibut come from Cape Flattery and Queen Charlotte Sound.

Perseverence Lodge I. O. G. T.

At the regular meeting of the Perseverence Lodge, No. 1., I. O. G. T., this evening, the new officers installed by Lodge Deputy W. Mable last week will take their chairs of office for the first time. The newly elected officers are as follows:—C. T., James Russell; V. T., Miss Minnie Robertson; Secy., Lewis Hall; A. S., S. D. Robertson; F. S., R. J. Plummer; Treas., Mrs. A. Hardnett; Marshal, McKay; Deputy-Marshal, Miss M. Saunders; Chaplain, W. Pottinger; Guard, Miss Bates; Sentinel, C. Miller; P. C. T., J. Townsend. After the installation last week, the brethren and sisters present, to the number of forty, held an informal social, light refreshments and good music being produced in abundance. To-night the four representatives to the Grand Lodge, I. O. G. T., which meets here on October, will be elected in the usual manner. Perseverence Lodge is prospering in every way, the membership roll now containing over 100 names, to which new ones are added every meeting night.

Rev. A. J. Dowie's Mission.

The St. Andrew's Presbyterian Church was crowded last night with an audience anxious to hear the Rev. A. J. Dowie's lecture on "Miracles I Have Seen." On the platform were several of the resident reverend gentlemen of the city, and Mrs. Dowie. Mr. Dowie, who is an eloquent lecturer, was listened to most attentively throughout. He prefaced his remarks by informing those present what his mission really was, and asking for every assistance from any interested in evangelical work. In the lecture itself Mr. Dowie told his large audience of several miracles that he himself had taken part in and witnessed, and which he substantiated by undeniable proofs. He explained how he had started on his mission, drawing a most pathetic picture of the homes of misery and desolation in which the thought of his present work first seized him.

At the close of the lecture a hearty vote of thanks was accorded Mr. Dowie. He will continue his lectures every night during the present week.

Christ Church Entertainment.

The entertainment and social held in the Christ church schoolroom last night passed off very successfully. The hall was crowded and every item on the excellent programme was loudly applauded. The most interesting portion of the entertainment was the lecture of the Rev. A. Beanlands on "Old China." The reverend gentleman brought his listeners with him from the middle ages down to the present day by means of beautiful and rare patterns of old chinaware collected by him with great difficulty, and his illustrations and allusions were listened to very attentively. Several interesting old Chinese and Japanese legends were skillfully worked in with his lecture. The novel item was keenly relished and enjoyed by the audience. The following was the other portion of the programme:

Hymn.
Piano solo—"Scotch Lassie"...Miss Martin
Glee—"Sweet and Low"......Masters Johnson and Glenn, Messrs. Johnson and Martin and Mrs. P. T. Johnson
Violin solo......Master Hookway
Vocal solo......Mr. Twiss
Piano solo......Misses Twiss
Vocal solo......H. Kent
Piano solo......Mr. Pauline
Vocal solo......Miss Vidler
Vocal solo......Mrs. Henderson
"God Save the Queen."

Dr. Child's Pile Ointment instantly relieves and permanently cures Piles, Pruritus and all hot and itching sores and eruptions. Price, $1. Of druggists. jel3

NOT A LIE!

The $150,000 Proviso that Was Wanted, But Which Was Not Granted.

Both Mayor Grant and C. E. Redfern, promoters of the V. S. & N. W. railway and ferry scheme, have written letters to the Times calling attention to the quotations of clause 8 of their bill as presented to the House at Ottawa an "infamous lie," "barefaced untruth," "straight untruth," etc. The language is strong, and without considering the question, ratepayers may believe the statements of these gentlemen to be correct. In THE COLONIST of Friday and Saturday, the unpalatable "clause 8" was referred to, and in both cases it was stated that the railway committee had quite properly EXPUNGED it from the bill AS PRESENTED BY THE PROMOTERS. Our words were as follows:—

Friday, Aug. 19th.—"Whether this clause has been retained in the Act of Incorporation or not we have no means of knowing, as we have been unable to obtain a copy of it, but it is more than likely that it was scored out by the Railway Committee. It was cruel of them to disappoint the hopes of the expectant "promoters and other persons," but the scheme was too audacious altogether. No parliamentary committee could possibly countenance such a plan for grrbbing boodle under the sanction of law. But it showed clearly enough what the intentions of the promoters were, and what spirit they are off. One hundred and fifty thousand was a big pile of plunder. It would be interesting to know who expected to get the biggest share."

Saturday, Aug. 10.—"The railway committee very properly expunged this provision from the Incorporation Act, though it perhaps would have been a benefit to the city had it remained, for it would have convinced the ratepayers that the railway and ferry scheme has not been devised from a purely patriotic desire to benefit Victoria, but simply as a method of making money."

The promoters desired the clause, and would have been pleased to see it in the bill, despite their choleric language of last evening. In order that it may be thoroughly understood what the PROMOTERS had in view when their bill was presented at Ottawa, "Clause 8," (eliminated from the bill by the railway committee, and against the will and in spite of their declared intentions,) is again quoted:

> **"8. The Company may apply out of the money raised a sum not exceeding ONE HUNDRED AND FIFTY THOUSAND DOLLARS to the payment of such bonuses to its PROMOTERS OR OTHER PERSONS who have assisted in the furtherance of the undertaking as are agreed upon by the provisional directors, either before or after the passing of this Act."**

Our readers can judge from the above who are lying.

It is strange, too, that the promoters, who now make so much noise, did not take the opportunity of denial when the clause was a first and second time printed in these columns.

CITY POLICE COURT.

(Before Hon. A. N. Richards, P. M.)

DRUNK.

Two sailors were fined $5 each for drunkenness.

MOONEY GETS THREE MONTHS.

Mr. Mooney, who has been mentioned in the newspapers on the average about twice a month for the past few years, faced his honor yesterday morning with a smile of injured innocence on his beaming features. The charge was cutting and wounding, but after Officer Walker had unearthed the prisoner he could not lay hands on the complainant. There wasn't much difficulty, however, about getting up a suitable charge, as Laurence is elegible, and generally meets the bill at any time for vagrancy, drunkenness, or the like. Meeting him with the former charge the police had the satisfaction of getting his honor to impose a sentence of three months, with hard labor, and to say that Mooney really mustn't do it again after his term in jail has expired.

THE WIFE BEATER.

Roger Elphinstone was brought up for sentence for beating his wife and child, and assaulting Officer Redgrave with an axe. Chief Sheppard asked for a light sentence, but his honor, remarking that the police must be protected from men who set law and order at defiance, like the prisoner had done, gave him a month's imprisonment with hard labor.

Two cases of infraction of the health by-law were adjourned till the 19th.

PERSONAL.

Capt. and Mrs. Clancy came over by the Olympian yesterday.

J. A. Mara, M.P., and Mrs. Mara, left for Kamloops yesterday.

W. J. Taylor (Eberts & Taylor) went over to Westminster yesterday.

H. V. Edmonds, of Westminster, arrived down on Sunday night.

M. Strouss returned from a visit to the northern canneries yesterday.

A party of tourists from New Orleans are staying at the Driard House.

Louis Ashman and wife, of Tacoma, arrived at the Driard last night.

Mrs. T. J. P. Gibson, of Vancouver, and Lieut. H. Lamb, are at Roccabella.

W. Norman Bole, M.P.P., arrived from Westminster on Sunday night, and is at the Driard.

I. Fisher, manager of the Bank of B. C., Westminster, arrived down on Sunday night.

J. J. Thompson, photographer, of Westminster, spent yesterday in the city and returned this morning.

E. Gray and Miss Swartwent, of Chicago, arrived on the Sound boat last evening, and are registered at the Driard.

Police Officer Abel has returned from Tacoma, Seattle and Port Townsend, where he has been spending a fortnight's vacation.

Mrs. Meyers and family, Miss Gertrude Moore, Mrs. A. J. McLellan, and Mrs. J. Carthew returned from the north by the Sardonyx yesterday.

John Bryden, superintendent of the Wellington mines, and John Haggarts, overman, were in the city yesterday, and return to Wellington this morning.

Miss Laura M. Adams returned from San Francisco on the ss. Umatilla on Sunday morning, and will receive pupils for instruction on the pianoforte.

Domitian Gallant, of Prince Edward Island, has arrived in Victoria to take the position of teacher in St. Louis College, vice Alex. McDonald resigned. Mr. Gallant will shortly be followed by his family.

Mr. William Frank, of S. H. Frank & Co., San Francisco, arrived from the Sound last evening, and is staying at the Driard. He is paying a visit to his brother, of Guttman & Frank, of this city.

JOHN DOHERTY, GENERAL SCAVENGER

Yards, etc., cleaned. Orders left at Mr. G. Doughty, cor. Blanchard and Fort sts, Bossi & Glesselman, Yates st, or J. Finlayson's, Government st, will be promptly attended to. *ap26-1y

The Rithet Detained.

The R. P. Rithet, which left here for Westminster at 11 o'clock on Sunday morning with a big freight for way ports, was unavoidably detained in the Fraser on her return trip, and will not reach here till six o'clock this morning.

FROM THE NORTH.

Return of the Sardonyx—The Salmon Run Nearly Ended for the Season, and the Canneries Closing Down.

The steamship Sardonyx arrived down from the North yesterday afternoon at 3 o'clock, with a large passenger and freight list, the former including about 200 Indians and Chinese, who came down from the closed canneries, and will go at once to the Fraser. There was a lively competition among the agents of the Fraser river canneries for the services of the Chinamen, and good wages are being paid.

The steamer Princess Louise was met at Rivers Inlet. They reported all well and everybody enjoying themselves. The Boscowitz was met steaming into Rivers Inlet.

The Sardonyx brought down 4,000 cases from the following: Windsor Canning Co., 300; B. A. P. Co., 1,350; A. J. McLellan (consigned to R. Ward & Co.), 2,548.

On Naas River on August 7th the following was the pack of the three canneries:

A. J. McLellan's	9,000
Cascade Packing Co	2,000
Findlay, Durham & Brodie	4,000

On Skeena River, August 8th, the following was the pack:

Inverness Canning Co	9,000
North Pacific Canning Co	9,500
J. Cunningham	10,000
B. A. P. Co	12,000
Windsor Canning Co	9,500
Balmoral Canning Co	9,500

At Alert Bay the pack was 5,000. At Rivers Inlet Shotbolt & Draney have 17,000 cases and McDowell 10,000 cases, and both canneries are now salting.

LITTLE LOCALS.

The S. F. Hersey will leave the roads for Moodyville at 6 o'clock this morning.

One hundred and seven boats rowed through the Gorge on Sunday afternoon.

The No. 1 Deluge Brigade didn't lose much time in testing their new hose yesterday.

The third of the series of summer night carnivals will be given at the Caledonian Grounds to-night.

For Style and Finish "We Lead." HALL & LOWE, Photographers, Government street. *

Call and examine our "Jewel" stoves and ranges. S. L. Kelly & Co. *

The regular monthly meeting of the Board of School Trustees will be held at the city hall this evening at 8 o'clock.

The foundations on the western side of Point Ellice Bridge are being re-ballasted with rock from the shore below.

Roofing has been completed at the Provincial Jubilee Hospital, and the work of plastering is now well under way.

An adjourned meeting of Hon. Mr. Davie's committee will be held at the rooms, Philharmonic Hall, this evening at 8 o'clock.

The Johnson street sewer is now no longer offensive. The stagnant water collected in its channel has taken flight at last.

Mrs. McLennan, business and test medium, removed to 38 Kane street; sittings daily. *

The finest lot of woodenware and brushes in the city at MCLENNAN & MCFEELEY'S. *

A large consignment of California fruit from the ss. Umatilla was taken over to the mainland this morning by the ss. Islander.

A parcel of two thousand feet of fine rubber hose was received by the hose company yesterday from the Toronto Rubberr works.

The $850 missing from the postal service was the monthly money-order returns from Wellington, and never reached the post office in this city.

It will be interesting to know that our cabinet photos will remain at the popular $6.00 per doz. The Hastings Art Studio. J. Savannah & Co. *

The iron pipe for the sewer manhole, at the corner of Johnson and Store street, was laid yesterday afternoon. The brickwork of the manhole is well under way.

The Spiritualists of the city, with a number of friends, picnicked to Langford plains in the 'bus "Young America" on Sunday. The outing was very much enjoyed.

H.M. ships Champion and Amphion indulged in big gun practice in the straits yesterday morning, the thunders of the heavy ordinance awakening the echoes for many miles around.

The city police are in turn enjoying their midsummer holidays, ten days being allowed each officer. Thos. Lindsay's leave commences on Saturday, and on his return Officer Haughton will have his leave.

One of H.M. mail bags was picked up at 12:45 this morning in the doorway of the Ames Holden Co. on Government street by a member of THE COLONIST staff. It was returned to the post office. The bag was signed for by the individual who takes the mail to the Sound steamer.

Spratt's wharf with its new ice factory, the completing of the tug Lorne, and the continual shifting of machinery about it, presents a very busy appearance. The hot and dusty mechanics hail the advent of the ice with delight. They are always welcome to refresh themselves with a generous lump from the heap of glittering material kept on hand in the sawdust box.

Once in a coon's age we hear of a customer who has wandered away from the rich fields of the great furniture emporium of Hastie & Lockhart's into an unhealthy pasture of competition, but in due time he returns, vowing never again to pass the cheapest and best place in British Columbia to purchase the latest designs of all kinds of Furniture, Carpets, Linoleums, etc., which is at Hastie & Lockhart's, No. 62 Government street. *

MARINE.

The steamer Lottie is now on the beach, having been hauled up for the repair of her condensing tubes.

Steamer Umatilla arrived from San Francisco yesterday morning with nineteen first-class and nine steerage passengers, and 255 tons of freight.

British barque Titania is lying at anchor in the harbor off the customs house, where she will remain until her cargo of salmon for London is complete.

The iron steam launch Tepic arrived from Vancouver yesterday with a boom for Hayward's mills. She went back for another boom last evening. The Tepic will be on the run for the mills for some time, taking the place of the tug Hope, which is to be laid up for extensive alterations.

The Daisy left here for Chemainus yesterday. She had on board the balance of the machinery for the Chemainus sawmills, which includes some very large smoke-stacks.

The S. F. Hersey is still lying in the roads awaiting the arrival of the tug Pilot to tow her to Moodyville, where she is to load lumber for Melbourne. C. & E. Millar, the Australian railway contractors, are purchasing the lumber for the transcontinental railway now building.

The J. H. Hustede was coaling the fleet all day yesterday with the patent fuel brought by her from England for the purpose. Coaling was completed late last night.

Yesterday afternoon the steam tug Lorne at Spratt's Wharf filled up her boilers with water, and will get up steam to-day. She will be entirely fitted up and completed in about a month.

PARTIES requiring Furniture of the latest designs in either English or American styles, will find it to their advantage to call on J. SEHL, 68 Government street. He has facilities for manufacturing superior to any other establishment in the province. Hardwood mantels, overmantels, office and bar fittings made to order. *

Largest stock of Furniture in the province. Prices the lowest at J. Sehl's, manufacturer. jly21

Continued from First Page.

As Dr. Milne has not appeared tonight, I do not think that I need attend his meeting to-morrow, where I know that I should simply receive scurrility and abuse from the Opposition.

As Hon. Mr. Davie retired, the auditorium rang with long and enthusiastic applause.

In response to a loud and general call from the audience, the Hon. Mr. Robson stepped forward and addressed the meeting, amid enthusiastic applause. He said that, owing to the lateness of the hour and the able and telling speeches already delivered, he felt that it would not become him to occupy their attention at any length. In consequence of the lamented death of the late premier he had been called upon to form a cabinet, and in doing so he had offered the portfolio of attorney-general to one of Victoria's representatives, Mr. Davie. He had felt it to be a duty and a pleasure to do this, as Mr. Davie was the only available member on the government side; because he stood in the front rank of his profession and because he (Mr. Robson) had the advantage of experience as to Mr. Davie's worth in the cabinet; for it should be remembered that when his brother (the late Attorney-General) was absent from the province on account of illness, he (Mr. Theo. Davie) consented to enter the Cabinet, and, without fee or reward, give his professional services as freely and fully as if he had been in receipt of salary. (Loud applause.) Had he done wrong in thus offering a seat in the Cabinet to one of Victoria's representatives at a juncture in her history when it was so important she should be represented there? It would, indeed, be passing strange if, under these circumstances, Victoria should cast away so very obvious and great an advantage! What would be the result of rejecting one of her own representatives because he had accepted a position of greater power to work for her interests? Rejected by Victoria, Mr. Davie would have no difficulty in finding a country seat, and Victoria would have in his place a representative on the floor of the House, who, allied with a sickly and hopeless opposition of seven, would be utterly powerless to promote her interests. He felt quite sure Victoria would do nothing so foolish and suicidal, [Loud applause.] He referred to Dr. Milne's address, which was almost entirely confined to school matters, and the inaccuracies and inconsistencies of which had just been so ably exposed by Mr. Davie. To him it was inconceivable that an educated gentleman like Dr. Milne, who had himself been a member of the trustee board, should have appended his name to such erroneous and misleading statements—statements which placed him in a most humiliating position before the public. (Applause.) He repeated that he had too much faith in the good sense of Victoria to think for one moment that there was the slightest possibility of rejecting Mr. Davie, and thus throwing away the great advantage of another seat in the cabinet; but he appealed to the electors to return him by such a thumping majority as would strengthen his hands and encourage his heart in working for their interests. (Loud and prolonged applause).

Three roaring cheers were given for the candidate, and for the worthy chairman, and the meeting dispersed.

SUPREME COURT.

(Before Sir M. B. Begbie, Chief Justice.)

ACTION FOR LIBEL.

Joseph B. Hugo v. Robert Todd.

This was an action for libel brought by the plaintiff against the defendant for having published, in his newspaper, at Nanaimo, known as the Nanaimo Morning Courier, on the 13th day of January last, a paragraph in which the plaintiff was styled a "blackleg."

Judgment was given for the plaintiff for $50 and cost.

Following is the judgment of the learned Chief Justice:—

In order not to be misunderstood, I shall first state what I do not mean—I do not mean that any miner is justified in calling another miner a "blackleg," or any other approbrious name whatever, blackleg being apparently the most approbrious and damaging epithet in the miners vocabulary. What I do mean to say is that, according to the sworn evidence before me, the term "blackleg" ought not to be used of the plaintiff; it is not applicable to a workman in the circumstances of the plaintiff. As I understand the evidence, the term clearly means that the "blackleg" has taken the place and wages of some striker, upon the same terms against which the striker has struck; whether the strike be for a rise or against a reduction of wages, or for shorter hours, or for whatever object the strikers propose to attain. Here there was no existing strike; but supposing the contemplated strike to infer an existing ground of disagreement between the employers and employed, it only had reference to the rate to be paid to the heavers per ton of coal gotten, and did not refer at all to the rate of hours or wages of the quite collateral employment of the plaintiff, who was engaged in repairing the ventilation passages in the mine. If the plaintiff had struck for a rise in his own wages while the heavers were contented, he could not have called on them to stop work under penalty of being called blacklegs. All things in a mine are in some sense connected; but it really seems as if the strikers would have no more reason to call upon the plaintiff to abandon his work than to call on the baker to cease providing their employer with bread, or to call on his household servants to abandon their duty, under penalty of being subjected to such annoyance as the strikers might devise. The ventilation must go on, and the passages kept in repair, whether the heavers are on strike or at work.

Nobody denies the right of men to strike. In a free country every man has a right to decide on the terms as to wages and otherwise on which he will sell his labor. Labor must be free, or it is the labor of slaves. But just as the striker is at perfect liberty to judge of the terms on which he will not work, so is the non-striker at the same liberty to judge of the terms which he may deem adequate. The liberty of the striker is based upon and exactly identical with the liberty of the non-striker. It is a great pity that in these disputes opprobrious epithets are introduced which stimulate the passions and sometimes lead to deplorable crimes. And these epithets and abuse are greatly inflamed and augmented by being published in a sensational manner in print. In the present case the defendant has thought fit to print and publish a private communication which he obtained from some correspondents. It comes within no pretense of privilege; it is amply shown to refer to the plaintiff, and to be calculated to inflict the utmost mental pain and pecuniary injury that mere verbal abuse can inflict upon him, though no pecuniary injury appears to have been suffered as yet. It is no doubt libellous. The defendant has not thought fit to give to me the names of his informants, nor to explain in what innocent sense the word blackleg can be understood, nor to withdraw the epithet, nor to tender any apology or expression of regret. The epithet appears to be wholly inapplicable to the plaintiff, even according to the custom of miners. It is therefore a false as well as a cruel libel, published apparently to gratify a temporary majority of the miners. Of course it would be difficult to prevent a dissapointed clique of violent men from misusing language in this way, but proprietors of newspapers should have higher views of their proper functions than to lend themselves to spread, and indeed to create, such mischief. However, there being no evidence of pecuniary loss, and the plaintiff's character being probably higher in the opinion of some persons than before it was thus stigmatized, so that there is only his pain and annoyance to be compensated, I think a judgment for the plaintiff for $50 and costs will meet the justice of the case.

Mr. C. E. Pooley, Q. C., appeared for the plaintiff; the defendant failed to appear.

HUGHES VS. R. TODD.

John C. Hughes vs. Robert Todd. This was an action for libel arising from the same cause, and a similar judgment was delivered in this case by the learned Chief Justice.

CARIBOO QUARTZ.

One Hundred and Ten Tons of Black Jack Quartz Returns $526 82 Free Gold, and $1456 in Concentrate.

Special to THE COLONIST.

BARKERVILLE, August 11.— The Black Jack Quartz Co., Conklin Gulch, have completed the crushing of 110 tons of ore, and a portion of the concentrates from the same have been treated at the reduction works. The free gold from the 110 tons saved on the plates amounted to $526 82. Thirty-five tons of concentrates were secured, the assay value of which is $1456. Eleven tons were treated at the smelter, the return being $293 55. The result is considered highly satisfactory, proving the reduction works a complete success, and also proving that the quartz will pay to be worked.

FOR SALE OR TO LET.

TO LET—FURNISHED ROOMS—133 Fort street, to let. aug6-1w

TO LET—Furnished rooms, with or without board. For particulars apply at 31 Michigan street, end of Birdcage Walk, James Bay. aug8

FOR RENT.

From August 1st, the offices now occupied by the E. & N. Railway Co., in Redfern's block, 43 Government street. Apply to C. E. Redfern, on the premises. jly28-1m

FOR SALE.

A 5-TON SLOOP in first-class condition. For further particulars apply to "A. B.," COLONIST office. au10-1w

FOR SALE.

A BARGAIN—160 acres choice Delta Land on Fraser River, near Ladner's Landing. For particulars apply to
W. H. DANBY,
jy19-tf 57 Government street.

FOR SALE.

HOUSE AND FULL-SIZED LOT ON the Work Estate, No. 25 First street. A bargain. Apply to
BOURCHIER & HIGGINS,
aug9-tf "Colonist" Block.

FARM FOR SALE

200 ACRES. 70 ACRES UNDER CULtivation. Apply to
MRS. GEORGE MILLS,
je22-tf North Saanich.

A Bargain---For Sale.

NO. 35 FIRST STREET, WORK ESTATE. House and full-sized lot; good condition. $1,100.
BOURCHIER & HIGGINS,
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TO LET.

A HANDSOME 11-room house, with well-kept garden and grounds covering an acre, coach house, stables and all necessary outhouses and buildings; situated on Saanich Road, adjacent to town. For particulars apply to Jno. J. Austin, Real Estate Agent, 57 Government street, Victoria. tf

MUST BE SOLD.

Bay Horse and 2 sets Harness; 1 Express Wagon, half-spring; 1 Phaeton.
Apply to J. P. BURGESS,
sep4-tf Carpenter, 10 Broughton st.

SPENCER'S ARCADE.

3 Cases New Goods.

BROCHÉ AND PLAIN PONGEE SILK,
In Liberty Shades.
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THE WESTSIDE.

The Surplus Stock of
OUR LACE CURTAINS
To be cleared out this week at Immense Reductions.
Reduced Prices, ranging from 75c. to $6.75 per pair---usually sold at from $1.15 to $8.90. These goods must be sold to make room for Fall purchases.
Another feature of this week's sale is---
A LINE OF BOYS' HEAVY RIBBED HOSE.
In Black, Brown and Navy. Sold everywhere at 37½c. per pair. Marked down to
25c. per pair.
27th July, 1889. J. HUTCHESON & CO.

JUST ARRIVED!!
TWO CARLOADS OF
Buggies, Road Carts, Democrats, &c.
These Rigs are built by the BRANTFORD CARRIAGE CO., Brantford, Ont. (A branch of the Cortland Carriage Co., Cortland, N. Y.), and are undoubtedly the
BEST BUILT AND HANDSOMEST RIGS
EVER IMPORTED INTO BRITISH COLUMBIA.
We guarantee them all to be A 1. Call and examine, or write for Catalogues. Prices very moderate and terms easy.
E. G. PRIOR & CO.,
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YOU CAN GET
—AT—
CHEAPSIDE
Fruit Jars--Pints, Quarts and Half Gallons. Enameled Fruit Kettles. Granite Fruit Kettles. Jelly Glasses--The Best
Stoves, Tinware, Crockery, Glassware, Furniture, Etc., Etc.
GEO. POWELL & CO.,
CHEAPSIDE, - 141 Government Street.
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Now is the time to fit up your Hearths and Grate Facings,
A large variety just arrived. Call early and select patterns.
McKILLICAN & ANDERSON,
Langley and Wharf Streets,
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Carpenters, Attention!
AN ENTERTAINMENT WILL BE given at Harmony Hall, on
WEDNESDAY, 14th INST.,
At Eight p. m., by the
Victoria Carpenters' Union, No. 1
A good programme has been prepared and a most enjoyable evening is promised for every one who attends. Every carpenter in the city is invited to be present.
Admittance free. No Collection.

WOOL! WOOL!!
Highest Price paid for Wool.
LENZ & LEISER,
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44 FORT STREET.
Among the books now in stock are the following:—
Thompson's The Land and The Book—Ryle's Christian Leaders—Drummond's Natural Law in the Spiritual World—Memorials of Frances Ridley Havergal—Havergal's Streamlets of Song—English Dictionaries, by Walker, Nuttal, Webster—Pansey's Three People, wise and otherwise—An Endless Chain, and other volumes—Temperance Prize Tales—Ben Hur, the Fair God, by Lew Wallace—Cruden's Concordance—Mrs. Dod's Practical Cookery—Lives of Bishop Patteson, William Carey, Robert Morrison, James Chalmers, and other eminent Missionaries—Seven Years' Pioneer Mission Work in Central Africa—The Works of Josephus—Egypt Past and Present—Heroes of the Desert—Earnest Men—The World of Ice—The Coral Island—Gorilla Hunters—Lost in the Backwoods—Queen Victoria, Her Life and Reign—Albert, the Prince Consort—Bagster's Comprehensive Teacher's Bible—Juvenile Toy Books, colored, newest sorts—and a supply of the Publications of the Toronto Willard Tract Society.
The depository for the sale of Scriptures issued in various languages and dialects by the British and Foreign Bible Society, is also at this store, where copies can be procured at cost price.
jly17-1m T. McCONNAN.

CHEMISTRY.—A course of 12 Lectures, freely illustrated by experiments, will be delivered between the hours of 8 and 10, two nights a week, by H. CARMICHAEL, Hon. Owen's College, Manchester. Fee for course, $8. Ladies or gentlemen wishing to join will please apply Box 267 Post Office. aug6-6t

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